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# Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

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No. 147, 13th YEAR, SEPTEMBER, 1966

Published first Thursday of the month

Price Sixpence



**For pension**

Cap on square, bow over left ear, Able Seadog Bunts, of the tank landing ship H.M.S. Striker, is ready for Sunday Divisions.

Born in Malta in October, 1958, he was presented to H.M.S. Striker as a puppy, and has served in the ship ever since.

He is soon to retire from the Royal Navy and on being pensioned off will live with his new master, Chief Petty Officer Pat Brook, whose home is in the Portsmouth area.

Striker has left Aden, on her way to Portsmouth, and is expected on September 19.

## FISH 'WAR' BOARDING

FOLLOWING complaints from British fishermen that Russian ships had ploughed through their nets, the fishery protection ships H.M.S. Belton and H.M.S. Northumbria were sent to the area in the North Sea where shoals of herrings were being fished.

Lieut. S. Buck, R.N., serving in H.M.S. Belton, boarded the 10,000-ton Russian depot ship, Syvatskaya Syava, from a small rubber dinghy, and spent an hour explaining the complaints to the Russian skipper, who is in charge of a 60-strong fleet.

Lieut. Buck said that he was cordially received and was told that Russian ships would be told to keep clear of the British ships.

## Tartar there for the Games

H.M.S. Tartar visited Kingston, Jamaica, from August 10 to 14, and many on board watched the events of the Commonwealth Games.

## EAGLE HOME

After a year abroad, during which she visited Singapore, Mombasa, Hong Kong, Aden, Malta and Gibraltar, the carrier H.M.S. Eagle returned to Devonport on August 22.

She is to have a six-month refit and will be modified to take the Phantom aircraft.

About 2,000 relatives and friends greeted the ship on her return. Many men saw their babies, born while they were away, for the first time.

# SCOPE OF SOVIET'S NAVAL POWER SEEN REDS WATCHED NATO ACTIONS

**EXERCISE** "Straight Laced," in the Northern Atlantic from August 15 to 19, not only provided action training for 31 NATO ships, but gave an opportunity to see much of the scope of Soviet naval power.

Royal Navy ships taking part were the carrier Ark Royal, guided missile destroyer London, the oiler R.F.A. Oleander and the submarines Osiris and Opportune.

The first Russian vessels were seen within 60 hours of the start of the exercise, and during the operations, the Supreme Allied Commander, Atlantic, Admiral Thomas H. Moorer, of the U.S. Navy, issued a statement from his headquarters in Norfolk, Virginia.

"The Soviet Navy has quietly emerged as a global fact of life," he said. "They are now operating fleets in the Pacific, Mediterranean, in northern waters and in African waters (east and west)."

### THREE SUBMARINES

At the conclusion of the exercise, the Strike Fleet Commander, Vice-Admiral Kleber S. Masterson, U.S. Navy, said they saw virtually the full scope of Soviet naval power pass in review within the exercise area.

"Three Soviet submarines surfaced during the exercise period—one directly ahead of the striking fleet flagship, U.S.S. Newport News," said Vice-Admiral Masterson.

"Soviet aircraft flying over the NATO formation included both the long-range Bear and Bison. One Soviet guided-missile destroyer joined up, as did several trawlers.

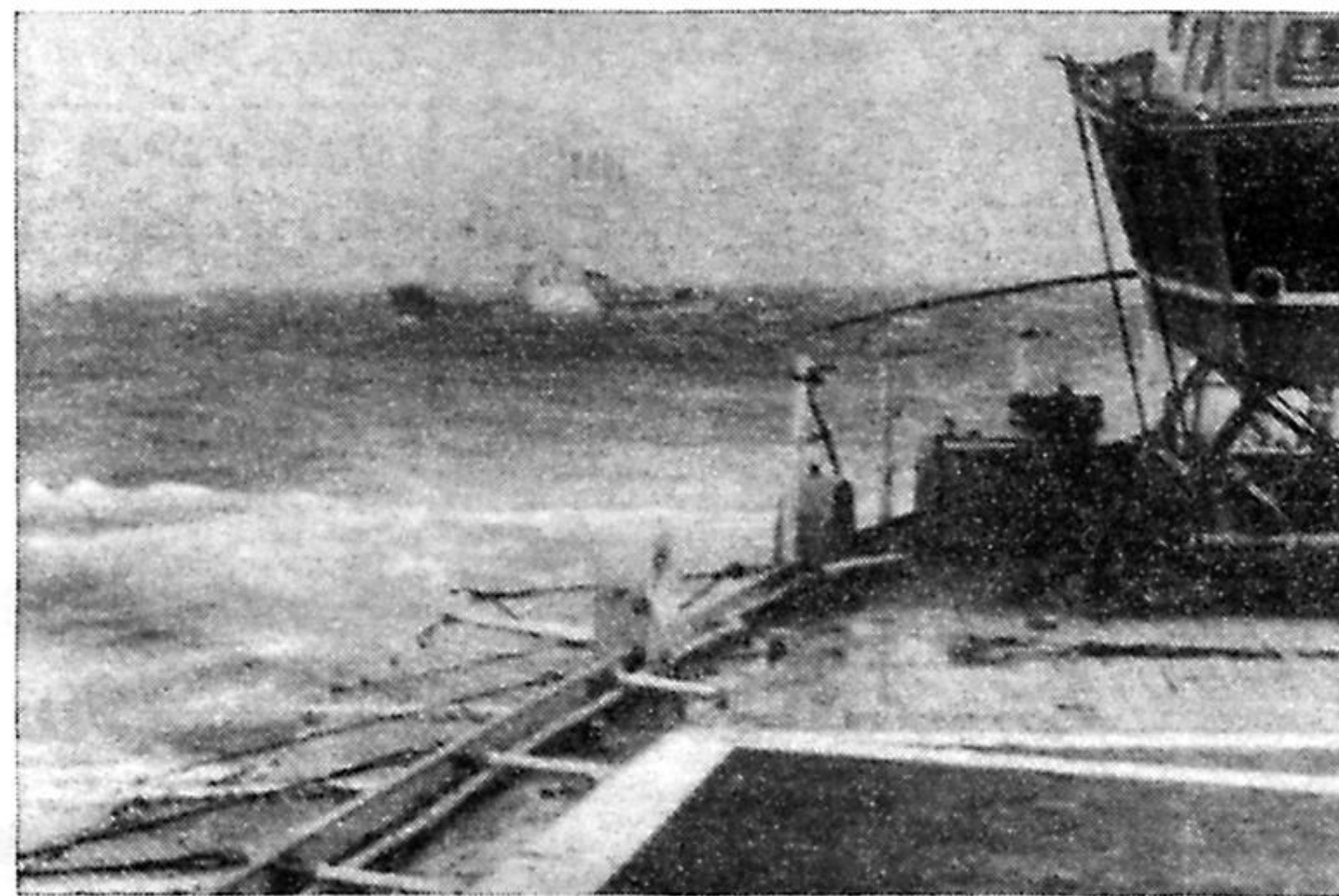
"One Val class trawler stayed with the NATO formation four

days, and made speeds up to 22 knots to keep station with Newport News."

To the Royal Navy's Rear-Admiral W. D. O'Brien (Flag Officer Aircraft Carriers) the Strike Fleet Commander said: "As officer in tactical command of the exercise, your performance was magnificent."

The admiral said the Royal Navy's striking group proved themselves "a precision striking team in one of the most complex forms of combat training."

To the two Orange commanders opposing the NATO strike fleet, Rear-Admiral I. L. M. McGeoch and Air Marshal P. W. Holder, Admiral Masterson said they had proved a formidable "enemy."



The Soviet trawler Val astern of the U.S.S. Newport News

## New base for Navy in Australia?

**A** FORTNIGHT after the signing of the Indonesia-Malaysia peace agreement, bringing an end to confrontation, Australia announced the possibility of a naval base being established near Fremantle.

Mr. Holt, the Prime Minister, told the House of Representatives in Canberra that the proposed base, in Western Australia, would cover the needs of Allied navies, and especially the Royal Navy.

He said a firm decision would be taken only after a technical study, which would begin soon. If established, the base would provide support facilities for the Royal Australian Navy.

Mr. Holt added: "In line with an undertaking given to Britain, it would also take into account the possible needs of Allied navies, including Britain's."

"However, my statement is not to be seen as implying an early abandonment of the British base at Singapore."

The site of the proposed base—at Cockburn Sound—is a 14-mile bay, with deep water sheltered by an almost uninhabited garden island. It is 20 miles south-west of Perth, and seven miles south of Fremantle.

The site was selected for a naval base before the First World War, but the choice was never acted upon.

A channel dredged through the sound can take shipping up to 50,000 tons.

## SUBMARINE ORDER

**A** FIFTH nuclear fleet submarine has been ordered by the Government from Cammell Laird & Co., Birkenhead, and is due to be delivered at the end of 1970. The contract is worth in excess of £15,000,000.

The term "fleet submarine" has now taken the place of the former "hunter-killer," and the new vessel will be in the same class as Dreadnought, Valiant, Churchill and Resolution.

Confirmation of the order came after the launch of the Oberon Class submarine, Onyx, at the yard on August 18. The Onyx may be the last conventionally powered submarine to be built for the Navy.

Cammell Laird's are building two nuclear-powered Polaris submarines, the first of which is due to be launched in February.

## Cruiser shelling incident inquiry

**D**URING gunnery tests in the cruiser H.M.S. Tiger in Devonport dockyard on August 10, a dummy six-inch practice shell with a live cartridge was fired into a dock wall.

Telephone cables were brought down, a crane's windows were shattered and debris was scattered over the dockside, but, apart from one sailor who was slightly grazed, no one was hurt.

The 140 lb. practice shell contained no explosive.

A board of inquiry, under the presidency of Capt. D. W. Napper, R.N., of H.M.S. Rhyl, was held on board H.M.S. Tiger, and the results have been communicated to the Commander-in-Chief, Home Fleet, Admiral Sir John Frewen.

## First Sea Lord

The First Sea Lord, Admiral Sir Varyl Begg, flew to Oslo on August 24 for a five-day visit at the invitation of Vice-Admiral Aimar Sörensen, Commander-in-Chief of the Royal Norwegian Navy.

## Zulu stops Ioanna V

**T**HE frigate H.M.S. Zulu halted the Greek-owned tanker Ioanna V as she put into Lourenco Marques for an unscheduled call, on August 21.

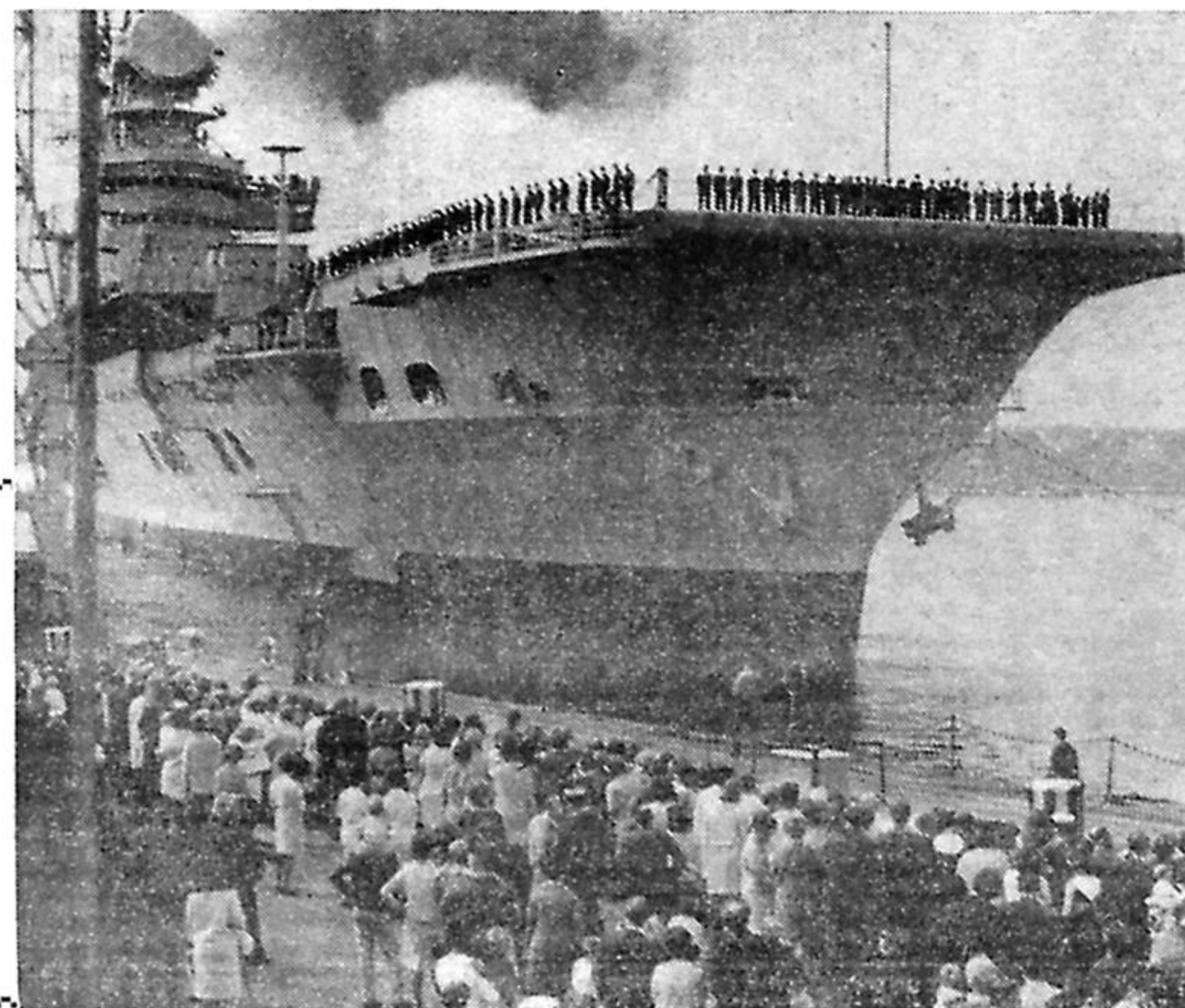
The tanker had spent four months in Beira with a cargo of 18,000 tons of crude oil, originally intended for Rhodesia.

Capt. Pavlos Charitidis, her captain, said he had to replenish fuel supplies, and he was allowed to proceed. She sailed for Durban, accompanied by H.M.S. Zulu, on her way to the Canary Islands.

## Change-over

H.M.S. Rhyl, Lowestoft, Dainty and Defender, replacing H.M.S. Galatea, Troubridge, Carysfort and Agincourt, in the Mediterranean Squadron, are to wear on their funnels the new emblem of a Maltese Cross, coloured half red and half white.

Galatea returned to Portsmouth on August 25, and Troubridge reaches Chatham on September 9.





# ALBION FOR REFIT AND RECOMMISSIONING

## Returns this month

H.M.S. Albion, the commando ship, returns to Portsmouth this month after 18 months East of Suez.

She is due to start a phased recommissioning almost immediately, and this will continue during her refit at Portsmouth and subsequent trials and working up.

Albion is expected to sail for duties East of Suez in the autumn of next year.

**GURKHA** (G.P. Frigate), September 1 at Rosyth, General Service Commission (Phased), Home/Middle East, U.K. Base Port, Rosyth.

**DARING** (Destroyer), September 1 at Devonport, Port Service, Trials crew, (Commissions November 3), U.K. Base Port, Devonport.

## Does the wife know?

... That "Navy News" has a Families Page which helps to answer some of the queries arising through the special difficulties of Service life?

Why not take home a copy of the paper? And see that it is delivered regularly while you are away?

The Fleet's paper is one of the most valuable ways of keeping the families in touch with what is going on. When they know—they can understand.

**MINERVA FLIGHT**, September at Portland, General Service Commission, Wasp.

**CAVALIER** (Destroyer), September 15 at Gibraltar, General Service Commission, Home/Far East/Home, U.K. Base Port, Devonport.

**PUNCHSTON** (C.M.S.), September 26 at Singapore, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

**GALATEA** (A/S Frigate), September 29 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, Captain's command, U.K. Base Port, Portsmouth.

**ALBION** (Commando Ship), September 27 onwards at Portsmouth, Home Sea Service/Foreign Service from date of sailing (East of Suez), U.K. Base Port, Portsmouth.

**UNDAUNTED** (A/S Frigate), September 29 at Chatham, Port Service, Trials crew, Commissions November 24, U.K. Base Port, Chatham, (C).

**FIFE FLIGHT**, September at Portland, General Service Commission, Wessex.

**APPELTON** (C.M.S.), September 9 at Gibraltar, Trials crew at Gibraltar and steaming crew to Aden (via Kildarton); then steam Kildarton to U.K. Commissions at Aden—Kildarton.

## Crofton's visit to Khelonesi

When H.M.S. Crofton, the Mine Countermeasures Ship, anchored in Navarino Bay, Greece, in July, a party from the ship went to the nearby island of Khelonesi and cleaned up the memorial of the Battle of Navarino (1827), and tended the naval graves there.

The memorial commemorates the annihilation of the Turkish and Egyptian navies by a combined British, French, and Russian fleet under Sir Edward Codrington.

ton's crew transfers. Foreign Service (Middle East), 9th M.C.M. Squadron.

**BEACHAMPTON** (C.M.S.), October 1 at Gibraltar, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

**CARYSFORT** (Destroyer), October 6 at Devonport, General Service Commission (Phased), Home/Med/Home, U.K. Base Port, Devonport, (C).

**TROUBRIDGE** (A/S Frigate), October 6 at Chatham, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Chatham.

**AGINCOURT** (Destroyer), October 6 at Portsmouth, General Service Commission (Phased), Home/Med/Home/Far East, U.K. Base Port, Portsmouth, (C).

**BURNASTON** (C.M.S.), October 10 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

**GLAMORGAN** (G/M Destroyer), October 11 at Newcastle, General Service Commission, Home/Far East, U.K. Base Port, Portsmouth.

**DEVONSHIRE** (G/M Destroyer), October 20 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.

**DUNCAN** (A/S Frigate), October 20 at Rosyth, Port Service for trials Commissions December 15, 20th Frigate Squadron, (C).

**DARING** (Destroyer), November 3 at Devonport, General Service Commission, Home/Far East/Home, U.K. Base Port, Devonport.

**DAMPIER** (Surveying Ship), November 11 at Singapore, Foreign Service (Far East), (C).

**CHAWTON** (C.M.S.), November 12 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (Senior Officer), (E).

**UNDAUNTED** (A/S Frigate), November 24 at Chatham Home Sea Service, U.K. Base Port Chatham, (C).

**SHOULTON** (C.M.S.), November 24 at Portsmouth, Home Sea Service, 3rd M.C.M. Squadron, U.K. Base Port, Portsmouth.

**CAMBRIAN** (Destroyer), November, Chinese Sids. and Cks. (O) replace U.K. ratings.

**CHILCOMPTON** (C.M.S.), December 9 at Gibraltar, Home Sea Service, Trials crew at Gibraltar and Steaming crew to U.K.

**DUNCAN** (A/S Frigate), December 15 at Rosyth, Home Sea Service, Portsmouth Squadron, U.K. Base Port, Portsmouth, (C).

**AXAM** (A/S Frigate), December 17 at Singapore, Foreign Service (East of Suez) (Phased), Captain's Command, (C).

**TARTAR** (A/S Frigate), January 5 at Portsmouth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Devonport, (A).

## Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To Acting Chief Engineer Room Artificer  
MX 817788 P. A. G. E. L. Short, MX 912914 F. L. Denby, MX 888011 M. Jarman, MX 645810 G. J. Rees, MX 913756 R. E. Smith, M 933692 C. M. Mohan.

To Acting Chief Mechanician  
MX 853403 V. Charles.

To Chief Blacksmith  
MX 789691 A. F. T. Simmons.

To Chief Plumber  
MX 804769 R. Fewtrell, MX 832961 W. C. Vanner.

To Chief Joiner  
MX 772445 H. A. Gray.

To Chief Engineering Mechanician  
MX 891614 B. Sandom.

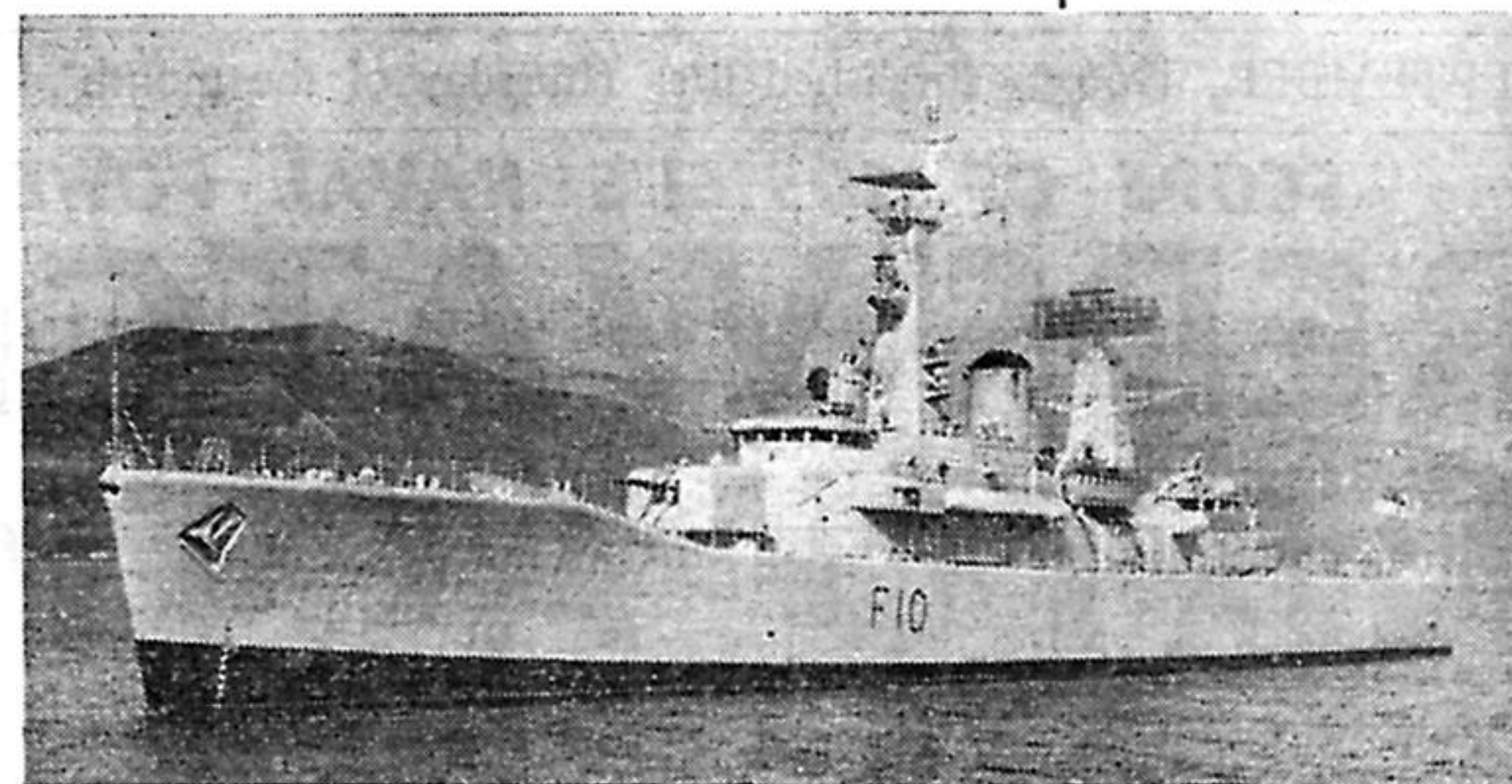
To Acting Chief Ordnance Artificer  
MX 888039 I. D. Pyne.

To Acting Chief Electrical Artificer  
MX 913801 M. G. Watkinson, MX 888016 A. E. Kirk, MX 102447 E. W. F. Miles, MX 855547 A. J. Collman.

To Acting Chief Electrical Mechanician  
MX 661105 W. J. King.

To Chief Electrician  
MX 834391 J. G. Worden, MX 849684 P. J. George.

To Acting Chief Radio Electrical Artificer  
M 943801 J. F. Booth, M 943974 E. J. Windat.



**FENELOPE** (A/S Frigate), January 5 at Devonport, Home Sea Service, U.K. Base Port, Devonport, (C).

**PUMA** (A/A Frigate), January 12 at Devonport, General Service Commission (Phased), Home/Far East/Home, U.K. Base, Devonport.

**DANAE** (A/S Frigate), January 10 at Devonport, Port Service for trials, Commissions May 24, Captain's command, U.K. Base Port, Devonport, (A).

**MOHAWK** (G.P. Frigate), January, U.K. Cooks (O) and (S) and Stewards replace Goanese.

**TROUBRIDGE** and **ULSTER** (A/S Frigate), Maltese Cooks (O) and Stewards replace U.K. Cooks and Stewards.

**GRENVILLE** (A/S Frigate), February 1 at Portsmouth, Port Service Trials. To Reserve on completion.

**INTREPID** (Assault Ship), February 26 at Clydebank, Home Sea Service/Foreign Service (East of Suez) from date of sailing.

**CAPRICE** (Destroyer), March at Chatham, Recommision, (Phased), Home/Far East/Home, U.K. Base Port, Chatham.

**DIDO** (A/S Frigate), March 2 at Chatham, General Service Commission (Phased), Home/Far East/Home, Captain's Command, U.K. Base Port, Chatham.

**DEFENDER** (Destroyer), March 16 at Chatham, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Chatham.

**KEPPEL** (A/S Frigate), March 17 at Gibraltar, Home Sea Service for

## Drafty's article

Drafty's article this month is of special importance, dealing with the possibilities—and snags—of giving longer notice of drafts. It will be found on page eight.

trials, Commissions May 12 Fishery Protection Squadron, U.K. Base Port, Rosyth.

**JUNO** (A/S Frigate), April 4 at Southampton, General Service Commission, Home/Far East, Captain's command, U.K. Base Port, Chatham (A).

**DUNDAS** (A/S Frigate), April at Gibraltar, Local Foreign Service, L.R.P. complement.

**GLAMORGAN FLIGHT**, April at Portland, General Service Commission, Wessex.

**DAINTY** (Destroyer), May, at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth.

**RIYAL** (A/S Frigate), May at Rosyth, Port Service, Special Refit (Dockyard control).

**LONDONDERRY** (A/S Frigate), May at Portsmouth, Port Service, Special Refit, (Dockyard control).

**LOWESTOFT** (A/S Frigate), May at Chatham Port Service, Special Refit, (Dockyard control).

**NAIAD** (A/S Frigate), May at Portsmouth, General Service Commission, Home/Far East, U.K. Base Port, Portsmouth.

**DIANA** (Destroyer), May at Devonport, General Service Commission, Phased Home/Far East, U.K. Base Port, Devonport.

**KEPPEL** (A/S Frigate), May 12 at Gibraltar, Home Sea Service, Fishery Protection Squadron, U.K. Base Port, Rosyth, (A).

**DANAE** (A/S Frigate), May 24 at Devonport, General Service Commission, Home/Far East, Captain's Command, U.K. Base Port, Devonport, (A).

**SALISBURY** (A/D Frigate), June at Devonport, Port Service, L.R.P. complement.

**HAMPSHIRE** (G/M Destroyer), June (tentative date) at Portsmouth, General Service Commission, (Phased), Home/Far East, U.K. Base Port, Portsmouth.

**DIAMOND** (Destroyer), June at Chatham, General Service Commission, Home/Far East/Home, U.K. Base Port, Chatham.

**DANAE FLIGHT**, June/July at Portland, General Service Commission, Wasp.

**ARGONAUT** (A/S Frigate), July 4 at Hebburn, General Service Commission, Home/Far East/Home, U.K. Base Port, Chatham.

**ASHANTI** (G.P. Frigate), July (Tentative date at Portsmouth, Port Service L.R.P. complement).

## DIVING RECORD 'FANTASTIC' ACHIEVEMENT

A world diving record has been achieved in a chamber in Bad Godesberg, West Germany, by two doctors, Dr. Pierre Cabarro and Dr. Arkmann, who spent 100 hours in the chamber under conditions simulating 800 feet down.

Following the simulated dive, they took 79 hours to decompress.

The existing record was held by naval divers at H.M.S. Vernon. They had stayed at the depth for four hours.

Lieut.-Cdr. Jack Warner, R.N., the deputy superintendent of diving in H.M.S. Vernon, described the effort as "fantastic."

He went on to say: "We know from experience that simulated diving in a chamber is vastly different from diving in the sea, but that does not detract in the slightest from this jolly fine achievement."

## To Middle East

H.M.S. Aurora, the Leander class general purpose frigate (2,800 tons, full load) which will commission for General Service on the Middle East and Home Stations next July

## PORTLAND ALIVE—AND KICKING

CERTAIN national papers referred to Portland as a "former naval base," and this statement somewhat upset the Navy in Portland.

A naval spokesman said: "We are anxious to dispel any ideas that the Navy is quitting Portland. It is our busiest operational port."

"All warships work-up from Portland and it is used by several foreign navies. It is at Portland that the Navy runs an export business in 'know-how'."

The rumours came about after a report by the National Ports Council outlining a scheme to make Portland into a harbour for continental trade.

## Navy's part at Farnborough

Royal Navy aircraft will demonstrate the "softening-up" of a ground target before troops are landed by helicopter, at the Farnborough Air Show from September 5 to 11.

More than 50 aircraft are expected at the show, and they will include jet airliners, military transports, and the new vertical take-off fighter. Hovercraft will also be on display.

To mark the Society of British Aerospace Companies' 50th anniversary, a flying programme of veteran aircraft will be presented.

## REQUEST OF V.C.

Lieutenant Norman A. Finch, V.C., of Southsea, the last surviving holder of the Victoria Cross in the Royal Marines which he gained at Zeebrugge in 1918, left "my Victoria Cross and medals" to the Royal Marines office, London.



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## NAVY'S 'THINGS TO COME'

Depot ship  
pop group  
formation

LEAD guitar with the "Things to Come" pop group aboard H.M.S. Forth, the submarine depot ship now with the Far East Fleet, is R.E.M. Paul Trickett, 18-year-old son of Mr. and Mrs. L. Trickett, of Anderton, Northwich (Cheshire).

Paul, who has been in the Navy a year, used to play with the Fanatics, a Northwich group.

"When I joined the ship," he said, "I discovered several others carrying guitars, and we decided to join forces."

Another in the group is A.B. Gary Godsmith, aged 24, of Plymouth, whose wife, Mary, and daughter, Debra, will be joining him soon in Singapore.

"On our passage out we played without amplifiers," said Gary, "but on arrival bought several thousand dollars' worth of equipment. We hope to pay our way through engagements at parties."

'Ulsterchin' could now be  
the ship's name

THE frigate H.M.S. Ulster could, in future, be called Ulsterchin, for her stern piece—20 feet of it—is part of H.M.S. Urchin.

Earlier this year, Ulster damaged her stern, and to build a new stern, and all its intricate equipment, would have been a long, sizeable task.

The Constructive Department

of H.M. Dockyard, Devonport, came up with an ingenious idea. Why not give Ulster a stern from another ship?

In the Reserve Ships Fleet was H.M.S. Urchin—up for

sale. Here was a ready-made answer.

## STERN TO STERN

The two ships were dry docked stern to stern. The required stern piece—20 ft. long, 30 ft. wide, and weighing 25 tons—complete with steering-gear machinery and other fittings, was cut from Urchin, and while this was taking place the damaged parts of Ulster's stern were removed.

The day for the actual operation arrived. Urchin's stern was slowly lifted by dockyard crane and shifted a few yards to a position at Ulster's stern. Then the crane turned the stern round and lowered it into position ready for riveting and welding.

The whole operation took only two hours.

An Admiralty spokesman said: "Time and cost involved was the prime consideration. We wanted to get this ship back into service as quickly as possible. By using this method, the time and cost involved was very much less than building a new structure."

## WEEKEND LEAVE | TRIUMPH/SOUTHDOWN COACHES

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All these services will take the following route for the convenience of Service Personnel: R.M. Barracks, Eastney; Royal Sailors' Home Club; Queen Street; R.N. Barracks; Unicorn Gate; Stanley Rd. for H.M.S. Excellent; Hilsa Lido; Cosham Hornes; Harrison Rd., Fareham.

N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice. Write, phone or call

TRIUMPH COACHES, 3 Edinburgh Road, Portsmouth Phone 27351  
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entertainment to mark the occasion. Twenty of the yard's craftsmen who helped to build the ship were guests on board. Agincourt made the visit during her Meet the Navy cruise round the British Isles.

replenishment visits—official and personal—to Nassau, Key West (the southernmost tip of the Florida Keys), and Freeport. No trip to the West Indies is complete without a trip around the Caribbean Islands, and in

On August 2 Capt. P. G. Mitchell relinquished command of Lynx, his successor being Capt. J. G. Jungius.

At the end of the year, Lyn will be off again—to South Africa.



H.M.S. GRAFTON No. 130

## ANTI-SUBMARINE TRAINING

COMMANDED by Lieut.-Cdr. B. J. McL. Robb, R.N., our ship of the month, H.M.S. Grafton, is an anti-submarine frigate (Type 14) of the Blackwood class.

Launched by Lady Grantham, wife of Admiral Sir Grantham, in September, 1954, at J. Samuel White's yard at Cowes, and completed in January, 1957, Grafton displaces 1,440 tons (full load), is 310 ft. in length (o.a.) and has a beam of 33 ft.

Designed for a mainly anti-submarine role, she is fitted with Bofors A.A. guns and two three-barrelled depth charge mortars. Her complement is about 155 officers and men.

The present Grafton, the

eighth of the name, was preceded by a destroyer built in 1935, which was torpedoed off Dunkirk in 1940.

Grafton belongs to the 20th Frigate Squadron, based on Londonderry—hence the Red Hand of Ulster on her funnel. Her present duty is mainly anti-submarine training of men in detection, and working with submarines.

Usually the ship visits three or four foreign ports a year.

Last June the frigate visited Kiel, and trips, sporting activities and social parties were enjoyed by all on board.

During the recent Home Fleet Assembly at Rosyth, Grafton's motor boat, ably coxswained by Leading Seaman James, won the motor boat cup, in competition with 15 other boats—a test of cleanliness and boat handling efficiency.

The ship is at present refitting in Portsmouth.

## ARE YOU MOVING?

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LOST ON R.N.  
EXPEDITION

C.P.O. Peter Garden, a married man with young children, from Arbroath, fell into a deep crevasse and was killed instantly while exploring and climbing with the Royal Navy's East Greenland Expedition.

A message to the Ministry of Defence said that the body of C.P.O. Garden was not recoverable. The message went on to say "Expedition continues despite this and other difficulties."

Lieut.-Cdr. Mike Thomas, R.N., of Britannia Royal Naval College, Dartmouth, who should have led the expedition, but broke a bone in his foot two weeks before leaving, said: "This is terrible news."

"But the chaps agreed before they left that if anything like this happened, they would carry on, and they will."

The expedition party is expected to return to the United Kingdom on September 15.

EXCHANGE OF  
SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicant direct. In accordance with Defence Council Instruction 1151/66, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

E.R.A. 1 (F) A. E. G. Baulf, H.M.S. Cochrane, on draft to Albion at Portsmouth on October 4 for refit, Home Sea Service and Foreign Service. Anxious to exchange drafts with E.R.A. 1 in Scotland area.

L. Wtr. G. D. Byrom, Pay Office, H.M.S. Hermes. Any Leading Writer wishing to exchange a Local Foreign of Foreign accompanied draft for a General Service Commission.

A. L.R.O. (G) C. Blowman, R.N. Mess, R.A.F. Turnhouse, Edinburgh 12, joining H.M.S. Fife on November 15. Will change with similar rating on draft to ship or station based on Rosyth.

P.O.M. (E) R. Fensome, H.M.S. Delight. Will exchange with any P.O.M. (E) with E.O.W. specialist qualification on a General Service Commission in a Portsmouth or Chatham based ship. Delight is a Devonport based ship on a General Service Commission.

P.O.Ck. (S) G. Woodruff, H.M.S. Troubridge, who is on draft to H.M.S. Maidstone, at Fastlane, on October 6, will exchange with P.O.Ck. (S) in Portsmouth or Chatham area.

VICTORIOUS AT  
SINGAPORE

The aircraft carrier H.M.S. Victorious has arrived at Singapore to join the Far East Fleet, replacing H.M.S. Eagle, now back in the U.K.



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## Families' Page

## Getting to her husband on 21st birthday

A YOUNG wife whose husband is in Singapore has written to "Navy News" asking for advice on the formalities for joining him.

Her husband will not be 21 until Christmas, and although she understands he cannot have his wife there until he is of age, she wonders if she can get all the forms completed and be ready "on the day."

The wife explains that she

wants to "get moving" early. "With regard to injections," she asks, "where I live I will have to go to my own doctor. Will I have to pay for them? And will I have to pay for any part of the journey? Will I have to buy trunks?"

"If I have to wait until my husband is 21 before getting the papers and having the injections, then part of his commission will have gone before I can join him."

"Navy News" learns that while it is true that a rating cannot have his wife with him until he is 21, the application forms can be obtained by him at any time. The wife will be sent the form to complete, and the relevant instructions, three months prior to the qualification date.

## FREE JOURNEY

Innoculations are free, and can either be done by the local doctor (the rating claiming afterwards), or the wife can go to one of the centres which will be shown on the passage forms she will get.

All the journey is free. The wife will get a naval travel warrant for travel in the U.K. from her home to the airport.

Trunks, whether they be "bikinis" or the travel kind, have to be paid for by the family. For any heavy baggage going by sea, the wife can get packing cases from the nearest naval stores officer, but instructions about this will again be with her papers.

## Thanks to the 'News'

A "THANK - YOU" note has been received by "Navy News" from the wife whose letter was published in the Families' Page of the August issue.

"I am very grateful for your help," she says. "Your advice helped us to get everything settled so quickly."

The letter went on to ask about naval wives' clubs or associations in the Portsmouth area, "to help me to get over the strangeness and loneliness of the first few weeks."

Details have been forwarded. All information can be obtained from the Naval Wives Information Service.

THE article in the August issue of "Navy News" on the subject of indulgence passages mentioned that Royal Air Force families were given priority.

This was incorrect. The priorities concern serving personnel and civilian employees of the Ministry of Defence, but the families of all Service personnel are treated alike.

In broad terms, the priority system used by the Service Movement Authorities gives first priority to cases where there is an element

## 'INDULGENCE' PRIORITIES

of compassion, second to men of all Services returning to their place of duty, third to wives visiting their husbands serving on an unaccompanied tour, and thereafter first come, first served.

The system is not easy to operate, as indulgence passages are only available on R.A.F. troopship aircraft on a "fill-up" basis. Therefore the notice for a flight can never be very great, and

sometimes no more than 12 hours.

All Service families, including the R.A.F., go on the same list, and as soon as seats become available the Movement Authorities phone the people in the order they appear on the waiting list. With so little time available, obviously the wife who can leave immediately will get the seat.

The whole business of indulgence passages is an

effort by the Services to take advantage of every possible available facility on behalf of families, but it must be obvious that it is highly complicated, and a cause of frustration to those who try to use it.

Anyone attempting to get an indulgence flight must be prepared to face the many problems involved, and the possibility of disappointment.

## THEIR BABY IN WAITING

A welcome kiss for A.B. Frank Manning, from his wife Suzanne, while son Francis (four months) waits. They were on board H.M.S. Lynx at Portsmouth after the ship arrived from a tour of the West Indies on July 28.



## When it pays you to stay in debt

MORTGAGES continue to form a leading topic of discussion among naval families, and a petty officer inquires if he is able to benefit from the loan facilities now available.

"In my case," he says, "I have managed to accumulate sufficient funds for my house (£3,500), except for about £320."

"As I have no mortgage, I do not appear to be entitled to a naval loan for this amount."

"I have signed on for pension, and have about five years to do. It occurs to me that this problem might not have been thought about when the D.C.I. was drafted."

The petty officer is right in believing that as he has no mortgage arranged, he is not entitled to an advance of pay under D.C.I. 1317/65.

The scheme is to help those requiring a substantial mortgage to obtain the down payment. It is not part of the scheme to lend money at a cheap rate to those who could borrow in the ordinary way.

However, it is certainly not the intention to be less helpful to the careful and thrifty personnel. For instance, the petty officer in this case would be quite in order in applying for a substantial mortgage of, say, 60 per cent. of the purchase price, and then applying for the advancement of pay.

What the petty officer did then with his accumulated funds would be his own affair. He could, for example, immediately

repay the mortgage, leaving only the advance of pay to be repaid in the ordinary way.

Arrangements of this nature are the personal affair of the borrower, since the scheme for advances of pay does not require a means test.

But is the petty officer wise in trying to pay outright for his house? Here is what an expert has to say:

"The letter does seem to suggest that the petty officer would rather not have a mortgage if he can purchase outright. 'God bless our mortgage house' used to hang as a mock tract, but there is a lot of truth in it."

## GREATER PROFIT

"Under the conditions prevailing in this country for many years now, with a steady rise in the value of houses, and an overall if slightly switchback rise in invested capital, and if you pay income tax at the standard rate, there is a lot to be said for raising capital on the value of your house."

"In the long term, if these conditions continue—and few economists would predict otherwise—you stand to make a greater profit from your assets of £3,000 if you raise money on your house than if you use the money to buy it."

It may all sound rather complicated, and there are many who would rather "own the roof over their heads" as quickly as possible.

But for those prepared to delve a little more deeply, knowledge pays dividends—real ones.

## FAMILIES DOWN IN SUBMARINE

Families of members of the crew of the submarine Talent went aboard for a trip in the

## Trust fund awards go to ex-wrens

Two naval wives can look upon their service in the W.R.N.S. with special pride.

They have just left to marry—Leading Wren Marian E. Davies, of Wallasey (Cheshire), to be Mrs. Pogson, wife of a photographic rating at H.M.S. Excellent, and Leading Wren Patsy A. Hares, of Bridgwater (Somerset), to be Mrs. Paterson, wife of a naval airman in H.M.S. Albion.

It is rare for an award from the Herbert Lott Naval Trust to be made to members of the Women's Royal Naval Services, but Marian and Patsy achieved this in the last list of award winners.

As range assessors, the two girls, with Lieut. W. J. Flindell (now senior observer of 829 Squadron) designed a photographic computer for use in air reconnaissance for the Buccaneer Squadron at Lossiemouth.

Working mostly in their own free time, it took this small team only four weeks.

## POLLARD HOUSE SCHOOL, CRIMCI

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Reputed to be one of the happiest schools, standards are very high. The School is light, and comfortable dormitories; also large. Mr and Mrs. Feilen both take personal interest in the progress of their pupils. Many pupils remain even during holiday abroad. A School Service is provided to be seen on to their correct flight.

Children at Pollard House School share town life whilst living in the beautiful or set; thus a happy state of mind enables work.

## MESSAGES FOR CHRISTMAS

THE magic carpet of modern communications will span the world on Christmas Day, taking personal messages from relatives and friends at home, to men of the Royal Navy and Royal Marines, N.A.A.F.I., R.F.A.s, Wrens, and Naval Nursing Service personnel, serving overseas.

To take part in this Family Choice, as well as many static displays and exhibits, there will be opportunities for boat trips.

## In Memoriam

Edward Gerald Jane, Leading Air Mechanic (O). L/FX 852548. H.M.S. Terror. Died July 14, 1966.

Gordon Stewart McKenzie, Electrical Mechanic l/c. P/070575. H.M.S. Dolphin. Died July 20, 1966.

Supply Lieut. Ernest Victor Frowde, R.N. H.M.S. Heron. Died July 25, 1966.

Lieut.-Cdr. William Mackenzie Murdock, R.N. H.M.S. Drake. Died July 25, 1966.

David William Cross, A.B. D/072719. H.M.S. Excellent. Died July 25, 1966.

Kenneth Alec Overton, A.B. P/062252. H.M.S. Excellent. Died July 27, 1966.

Kenneth Neil Watts, L/Cpl. RMB/X 2048. R.M. Barracks, Eastney. Died August 2, 1966.

Jeffrey Alan Horton, Electrical Mechanician 3/c. P/057123. H.M.C. Cochran (Intrepid). Died August 8, 1966.



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## Letters to the Editor

# Trials of Navy historian

I AM writing a documentary about the Reserve Fleet of the Royal Navy, and the part it played in the Second World War. The story deals with many ships and the different theatres, but particularly with my old ship, H.M.S. Danae.

To date I have written 14 chapters, and the book is almost complete, but I have experienced much difficulty in finding the date of Danae's return to the U.K. after a three-year commission; also the mileage she steamed during this commission.

In March I visited Pompey to meet old shipmates, and to try to find this information, but either they did not know or could not remember.

However, I did learn that one of Danae's seamen, Yorky Saville, had compiled a short history, such as when she fired her first shots in anger. Quite a number of us left the ship during the commission, and do not have these details, but there must be many in the port who kept Saville's diary of events.

It would be most helpful if I could have the loan of this document.

My book is a labour of love, and I have put a great deal into it on behalf of the old squadron, telling a story in a language they will understand and appreciate.

This is the Navy without heroics, as I saw it.

If anyone can help in this venture, which is purely altruistic, I shall be most grateful.

W. Batters

Water Orton,  
Birmingham.

## Who got the LST bell?

HAVING recently acquired the bell of H.M. LST 3522 (Tracker), I wonder if any of your readers has a photograph of her, as none is now available from official sources.

Originally I applied for the bell of LST 3092, in which I served a considerable time, but this was not allocated to me. I often wonder who did get it.

Letters in your May issue brought back memories of our bow door troubles after striking the jetty at Chittagong.

C. W. Maxwell  
(ex-LSA)

Water Orton,  
Birmingham.

## ROYAL ALBERT QUERY

IT is now over a year since I wrote to you about my hobby as a collector of cap tallies, and I would like to thank all the kind people who have sent tallies to me, without an address for me to thank them personally.

Incidentally, I am trying to find out something about H.M.S. Royal Albert. So far I have been unsuccessful in my attempts to trace even what she was.

A. Reece

H.M.S. Victorious.

According to "British Warship Names," Royal Albert was a screw ship of 1854, sold in 1883 (she was launched by Queen Victoria). Royal Albert was also the Port party at Berlin in 1945 (later an ex-German vessel at Cuxhaven). —Editor.

## 'KEEP THE RUN COMPETITIVE'

IN reply to C.P.O. Large on field gun runs ("Navy News" August issue), I fail to see, as an ex-trainer, how he can make these comments.

Field gunning, as I see it, is primarily a competition, and without the spirit of competition the display would be nothing.

By all means show the public what goes into field gunning by, perhaps, having a run in slow time before the actual competitive run, but take away the spirit of competition, never!

M. L. Corp (L.A.M.)  
(ex-F.A.A. field gun crew,  
1962 and 1965)  
H.M.S. Hermes.



## The Jutland medal

WITH reference to the medal pictured in the August edition, these were issued by Spink and Son, and, if my memory is correct, were sold on behalf of a fund to help the dependants of those who lost their lives in the Battle of Jutland.

I have one of the medals. I was serving in H.M.S. Conqueror at the time.

Arthur Geaton  
(ex-C.E.R.A.)

Peverell,  
Plymouth.

I WAS most interested to read the letter from C.P.O. D. W. Large (August "Navy News"), and your own editorial comment.

Without fear of contradiction, I would say that the displays given by the superbly-trained field gun crews at Earl's Court do provide for the general public just that magnetic appeal

which makes a visit to the Royal Tournament a MUST.

However, I do agree with C.P.O. Large that the public should be shown some field gun battery normal drill.

As your editorial indicated, competitive spirit lies at the root of tradition and efficiency. Many old salts like myself (79) will recall the happy competitive gunlayers' tests, which were carried out after the loader competitions. Gunlayers' tests were abolished about 1912, when gunlayer efficiency was assessed by the new system of "mean error," but loader competitions continued for many years.

Then again, how many remember, among the coal-burning battleships and cruisers, the competition to break records, and the competition between various parts of the ship.

I could go on quoting many more examples of the competitive spirit. They were indeed happy days.

Henry F. Waight  
(Captain, R.N., retired.)

Pitlochry,  
Scotland.

## Another plea for the Sheffield

I WAS glad to see the letter from Mr. J. H. Young in the August issue of "Navy News," suggesting a fund to save H.M.S. Sheffield.

It seems a great pity that a fine ship like the Sheffield should have to go to the breakers, like the famous old County class cruisers, and battleships like Vanguard, Warspite, and King George V class.

If she is scrapped, the Belfast will follow, and then there will be no old cruisers left to preserve.

M. W. Bennett

Brockley,  
London, S.E.4.

## Seeking songs of the lower deck

I WOULD like to enlist the help of your readers in connection with a long-play record I am making devoted to lower deck songs of the twentieth-century sailor, from the old "coal ship" parodies and detention barracks laments to the modern Fleet Air Arm songs and submariners' choruses.

Already I have a fairly good cross-section, but feel that the opportunity should not be wasted to marshal as much material as possible, before selecting the very best to put on record.

I have been told of songs about the River Plate and Jervis Bay actions, and have been given a fragment of a song relating to the story of the Battle of the Falkland Islands.

Then there are songs made up about an individual ship or ship's company.

Not all the songs are fit for maiden aunts to listen to, naturally, but they do help to present a picture of naval life as only folk songs can. I would be grateful if your readers would forward anything they consider would be of the slightest interest.

Cyril Tawney  
Old Devonport Guildhall,  
Devonport.

## PRAISE FROM AUSTRALIA

CONGRATULATIONS on the new style "Navy News." I am sure it is appreciated by all who read it.

F. J. Tierney  
(Lieut.-Cdr., R.N.N.V.R.,  
and Editor "Royal Australian  
Navy News")

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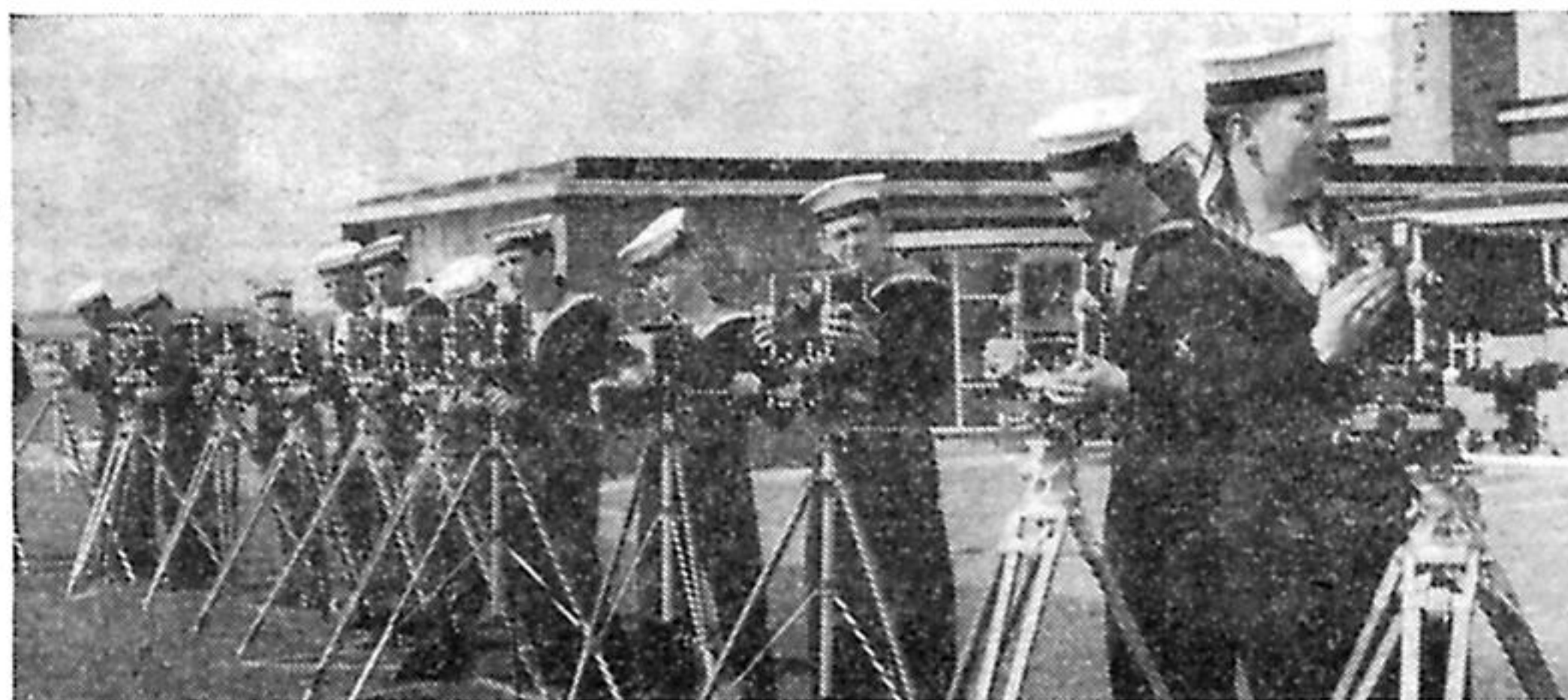
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## BEGINNERS LINE UP WITH 'OLDIE' CAMERAS



First steps in training at the Royal Naval School of Photography at Lossiemouth. The students are using big old-fashioned cameras for preliminary work

## Professional touch at Navy's photo school

POINTING a camera and pressing a button can, thanks to scientific progress, produce a sharp, well-exposed picture, but however expensive his equipment, the amateur will still look in despair at the professional results.

The enthusiast in search of a career may be surprised to learn that the naval photographic branch has been in existence since 1917, and possesses one of the most modern schools of its type in the country.

The high standard of instruction is recognised by the civilian Institute of Incorporated Photographers.

A high degree of skill and technical ability is necessary for the fascinating range of Service requirements. These include press and cine photography for publicity, recruiting, and documentary purposes; colour photographs for exhibitions; aerial photographic reconnaissance; gunnery and missile photographic analysis; and periscope photography.

Naval photographers, who join as naval airmen, may serve

in air stations, aircraft carriers, cruisers, survey vessels, and fleet photographic units around the world.

The Naval School of Photography, which also teaches all the Army and Royal Marines, trainees, moved to H.M.S. Fulmar, Lossiemouth, a year ago, the new spacious buildings having been specifically designed for the purpose.

On the basic course, up to 30 young ratings aged 17 to 18 receive six months' training, starting from theory and ending in cine film production.

Seven dark rooms and a large chemical mixing room allow 20 students to print and enlarge at once. There are four classrooms, and plenty of administrative space.

### AIR PHOTOGRAPHY

The course starts with two weeks of theory, and from then onwards the students are gradually led into practical work.

After handling large old-fashioned cameras, they move on to more sophisticated models with high-speed shutters, better lenses, and a wide choice of equipment.

Before the students finally qualify, they will have made a short documentary film, and will have undergone a specialist course on air photography.

They are then ready to go to the fleet and spend the next five years gaining practical experience, before returning to school for advanced training to the intermediate standard of the I.P.

## Passports for East of Suez

Officers and men of all ships commissioning for service East of Suez should be in possession of passports before sailing.

The new rule has become necessary in view of the pressure of work involved when personnel are required to be flown home from destinations East of Suez.

Passport application forms will be sent to officers when they are appointed, and commanding officers will make the necessary arrangements for the ratings of ships' companies.

## Sweepers penetrate remote Sarawak

MINESWEEPERS have taken a large share of the patrolling off Malaysian Borneo during the confrontation with Indonesia, but recently four 'sweepers' of the British Far East Fleet have had something of a "jolly" in the area.

The minesweepers, two from the Royal Navy (H.M.S. Picton and H.M.S. Wilkieston), one from the Royal Australian Navy (H.M.A.S. Curlew), and one from New Zealand (H.M.N.Z.S. Hickleton), took part in a mine countermeasures exercise off the Sarawak coast, and then sailed up the Sungai Sarawak to Kuching, berthing at Steamship Wharf, right in the heart of the town.

Various social functions were enjoyed during a two-day visit, ships being open to the public, and then the ships left to pay visits to other towns in Sarawak.

H.M.A.S. Curlew went to Lingga where the Australians enjoyed visits to a longhouse, and played football with the local inhabitants.

Wilkieston visited an even more remote village, Pusa, where the ship's company threw a party for the children.

Picton and Hickleton visited Lundu and Sematan respectively, and entertained Malaysian troops serving in the area.

During the visit to Borneo, the minesweepers were under the command of Cdr. J. A. Coleman, R.N., in H.M.S. Picton.

## For wrens at Dauntless

The Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins) was accompanied by Lady Hopkins when he visited H.M.S. Dauntless, the Wrens' training establishment at Burghfield, near Reading, on July 12, to open the new N.A.A.F.I. there.

The first duty of the Admiral, who arrived by helicopter and was met by Supt. M. M. Kettlewell, W.R.N.S., was to inspect the ship's company and ratings under training, and to take the salute at the march past.

A drum and pipe band from the Nautical College, Pangbourne, played during Divisions.

Admiral and Lady Hopkins were entertained by the W.R.N.S. officers in the wardroom prior to lunching with the Superintendent.

## Ready for anything



Cpl. Tony Morgan

FROGMAN, canoeist, and parachutist—ready to tackle anything by sea, land, air, or under the ocean. This is the job of Cpl. Tony Morgan, who is in the Royal Marines' Special Boat Section working with the Far East Fleet, based at Singapore.

The Special Boat Section is specially trained to attack their objective by any of these methods.

## FROM LONE ISLE TO NAVY DAYS

NOT all personnel enjoy Navy Days, but one with good reason for enthusiasm at Plymouth was R.E.M. John Newman, of Pontypool.



R.E.M. John Newman

John joined the Navy in September last year, and after training at H.M.S. Collingwood joined H.M.S. Hecla on May 27. Soon he found himself helping to man a portable radio position fixing station on the lonely island of St. Kilda.

Total complement was three, and their recreation was the long walks over the rugged island among the millions of sea-birds which live and breed there.

Not perhaps, the kind of life that John expected, but an unusual experience he will always remember. However, Navy Days or not, he probably found that Hecla's return to Plymouth provided interests more companionable for a fellow of 19.

## Are You Tired

of sleeping in a cramped bunk or hammock on board ship? If so when ashore in DEVONPORT, book a room at

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The ballroom can be used, free of charge, for your ship/mess dance/social. Simply contact the

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## The 'News' Diary



A charming pose by Nancy Kwan

# Nancy's Yank adoption

NANCY Kwan, the lovely part-Chinese, part-American film star, flew from Berlin to England to be "adopted" by the crew of the American aircraft carrier, the U.S.S. Randolph, which visited Portsmouth from August 5 to 11.

During the "adoption ceremony," which took place in the Randolph's hangar, before hundreds of the officers and men, Nancy unveiled a large portrait of herself, and signed dozens of autograph books and photographs of herself.

Afterwards she joined members of the crew for tea. Asked about her mixed blood ancestry, Nancy said, "When I'm in America, I feel American; when in the East, I feel Eastern. Now in this ship I'm U.S. Navy."



P.O. Ken Holmes and Mrs. Mancham

## SWORD OF HONOUR FOR AFFRAY SON



Sub-Lieut. D. A. J. Blackburn

FORMER Wren Mrs. Jean Blackburn, of Gosport (Hants), was at Britannia Royal Naval College to watch her son, Sub-Lieut. D. A. J. Blackburn, aged 21, receive the Queen's Sword for the outstanding officer cadet of his year.

It was a poignant moment, for her husband was Lieut. John Blackburn, who commanded the submarine Affray

which was lost while carrying out submerging trials south of the Isle of Wight in 1951.

Sub-Lieut. Blackburn's grandfather on each side of the family was a naval officer, and his ambition, said his mother, was always to join the Navy.

Awards of Queen's Telescopes went to the following cadets: J. M. Malbon (Gosport), J. F. Perowne (Oxford), N. H. Morley-Smith (Henley), J. E. K. Ellis (Curdrige, Hants), and P. R. Williamson (Honiton).

### A descendant of Lord Nelson

GREAT great niece of Lord Nelson, Miss M. Crowther, of Boldre, Lymington, Hants, celebrated her 100th birthday on August 3, and among her messages was a telegram from the Admiralty Board: "In memory of Lord Nelson, the Admiralty Board send you, his oldest surviving relative, their congratulations and best wishes."

Miss Crowther is descended from Lord Nelson's youngest sister Kitty.

Another greeting from her came from Burnham Thorpe, Norfolk, where the parish church was restored as a national memorial to the victor of Trafalgar, a little before the centenary of the battle. The rector always has a special welcome for Royal Navy visitors.

### Lone officer in Brunei

FROM September last year, the only permanently based Royal Navy officer in Brunei was Lieut. Trevor Richard Dale, aged 25, who comes from Northampton.

Brunei is the British-protected sultanate lying between the Malaysian Borneo states of Sarawak and Sabah, and Lieut. Dale's duties were as observer-navigator with 848 Naval Air Commando Squadron, operating Wessex helicopters from the commando carrier, H.M.S. Albion, and from bases in Borneo.

### WORLD CUP MASCOT

SOCCER victory in the World Cup is history now, but it is interesting to hear that Alf Ramsey, the England team manager, had a naval good-luck token.

Before the tournament began, Alf accepted a seaman's cap with a Pinner Sea Cadet Corps ribbon "with best wishes from the unit and the corps."

It was a lucky mascot, perhaps for both of them, for Pinner are trying hard to be "on the ball" in their 21st anniversary year.

News of this gift came from C.P.O. Gus Harris, who mentioned that he had been a "Navy News" reader since the first copy, being then in the R.N.V.R.

### Our readers in the Soviet

FARAWAY readership of "Navy News" includes the editorial staff of Morshoi Zbornik, the monthly magazine of the Soviet Navy.

A recent issue gave quotations from various British publications, including "Navy News."

So far as this newspaper was concerned, the Soviet interest was in the assault ship Fearless, and the "mention" included two pictures—one an aerial view, and the other one showing the open stern.



Mick Rule looking at a poster for one of his fights

### Now all-in wrestler

PROFESSIONAL wrestling is regarded as an ideal spare-time job by M(E) Mick Rule, who at 23 has been in the Royal Navy six years, and is now on his second tour of duty in the Far East. He is serving in the submarine depot ship, H.M.S. Maidstone, based at Singapore.

"It can be surprisingly lucrative," said Mick, son of Mr. and Mrs. J. E. Rule, of Pakefield, Lowestoft.

He took an interest in the sport-cum-entertainment when in the aircraft carrier H.M.S. Ark Royal. A group of sailors had formed a wrestling club. Now Mick, using the ring name Johnny Rosselle, has had 40 professional fights.

"The last fight I had ended in a draw," he said. "We both knocked each other out."

## What's cooking? —they knew

ANYONE misunderstanding the knowing look of the couple pictured above might well wonder "what's cooking"—and be absolutely right.

Cooking is the bond which drew such happy smiles to Petty Officer Ken Holmes and Mrs. Evelyn Mancham, M.B.E., in the Seychelles Islands.

Ken acted as chef to the detachment of Royal Marines from H.M.S. Gurkha, and while ashore he met Mrs. Mancham, who is an expert on Seychellois cooking. He was naturally keen to remember her recipes for coconut and turtle dishes ("my wife would never forgive me if I didn't").

So, before he left the islands, Mrs. Mancham gave him an autographed copy of her book about cooking in the Seychelles.

The Seychelles, "the pearls of the Indian Ocean," as they are known, are among the most beautiful islands in the world—and a thousand miles from anywhere.



Ch. El. C. Reynolds

ONE of the few in the Royal Navy to be presented with a clasp to his Long Service Medal is Ch. El. Charles Reynolds, an instructor at H.M.S. Collingwood.

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## Navy News

EDITOR:  
W. WILKINSON  
Royal Naval Barracks, Portsmouth.  
Tel.: Portsmouth 22351 (Ext. 72194).

### 'Hostility' to unions

SERVICE hostility to trade union activities has been ventilated in the publication "Occupational Psychology."

Full employment, plus the abilities which the Services have to offer, means that to all personnel, resettlement comes as a normal stage in their careers. It is important, therefore, that industrial relations should be seen objectively.

Trade union activity is steeped in a well of bitterness, and emergence is a slow process. The prickly and often comic subject of restrictive practices wins wide publicity, and the glare tends to shadow the normal working of management and men.

Exploitation is not exactly unknown in the Services, but the aim has rarely been commercial gain, and "them and us," sharing the same dangers, fashioned their own loyalty.

In industry, the loyalties are along levels—not between them. Managements and unions, banded behind their separate palisades, are given the appearance of perpetual war across open sights.

Where such circumstances exist (and it is wise to keep an open mind), ex-regulars have much to offer. They can wipe away the sneer from "used to handling men," in proving that the claim has a real application to many of our factory-floor troubles.

### Fish 'war'

ALTHOUGH the existence of a "war" between foreign trawlers and British vessels has been denied, sources close to the British trawling industry are concerned at the limited size and capability of the Fishery Protection Squadron.

Polish or Russian trawlers are alleged to have steamed through British gear, causing thousands of pounds' worth of damage, and the Member of Parliament for Haltemprice, Mr. Patrick Wall, has told the Commons that the Navy's squadron of three frigates and six minesweepers is "undersized" and slow.

Fast vessels and helicopters were needed, he said, to give our fishermen protection. The request would not appear out of place when the scene of this "non war" is remembered—16 miles off the River Tyne.



"Well how was I to know he'd be such a nosey parker"

## 'THINKING ALOUD' ON ALL THE PROBLEMS

# Longer notice of drafts?

VELVET dusk, and the clink of ice in glasses. As the sun sinks behind a skyline of tropical green one care grinds away with an insistence only rivalled by the crescendo song of the tree frogs. Where, in the name of all that's wonderful will Drafty send me when my foreign service leave is over?

Down at the club last night there were soldiers, airmen, submariners, Royals, and Fleet Air Arm ratings—all going home too, and they all know what their next jobs are to be.

And I can't even tell the missis whether I will be afloat or ashore, or where in the whole of the United Kingdom I would be wise to park the family.

Of course there will be two whacks of disturbance allowance, one of which I would gladly forgo for the peace of mind I would get if I knew where to start looking for a house and some schools. Let alone what to write on the packing cases now.

This tale, or something rather like it, is repeated every time an accompanied rating nears the end of his 25 months' local foreign service.

With foreign service leave amounting to 75 days to which must be added 21 days for flight delays, Drafty has to know of a particular United Kingdom billet (home sea service or port service) falling vacant 96 days after take-off for home.

### First snag

And obviously if notice of the next draft is going to arrive in time to be useful, it must come about six weeks (many would say two months) before take-off.

It follows that to give men on local foreign service adequate notice involves drafting about four-and-a-half months ahead. Here lies the first snag, for no-

one knows, so far ahead, where the United Kingdom vacancies will be.

All drafting is a continuous process, one draft leading to another, but the key moves are made in filling the overseas billets from the top of the roster. This process is begun in time to give every man going abroad or to a general service commission ship at least four months' notice.

### On the plot

Once this move has been made, but not before, a vacancy in a United Kingdom billet appears on the plot at Haslemere. This vacancy is unlikely to suit the man listening to the tree frogs, for the date is long before he hopes to complete his foreign service leave, and anyway the billet is likely to be in the wrong place.

But the man who does fill it leaves a vacant place somewhere else, and this process is repeated as he in turn is relieved. At some stage, usually after the homecomer has taken off with his family, a billet comes due to be filled which needs filling on about the right date, and which may well be in his preference area.

### Alternatives

So much for the present system. What are the alternatives? One is block drafting—sending a man to a depot for disposal.

This method is only suitable when there are more men than billets to be filled, and no drafting authority has been in this happy position for some time.

Although there are some rosters among the 184 kept at Haslemere that have some fat in them, block drafting is quite out of the question for the majority.

The plain truth is that we cannot now afford, and do not look like being able to afford, block drafting for the Navy as a whole.

And even if we could, for every man who gained by the improved notice of draft there would be several disgruntled by being sent miles from their preference area. For under our present system we can pay more regard to preferences than we could under block drafting.

Another alternative might be to stick to our present way of drafting, but to make exceptional arrangements for men completing local foreign service by reserving billets for them in their preference area or elsewhere.

Such reservations would necessarily be blind, for when

by  
Drafty

we made them we would have no idea whether or not the billets would fall vacant on the right date or soon afterwards.

And there are other snags. How would a man ex-general service commission, foreign service commission, or local foreign service (unaccompanied) feel about missing a prized billet because "it had to be reserved for a man ex-local foreign service (accompanied)"?

We have looked into a scheme whereby men from local foreign service (accompanied) might be earmarked for areas statistically unpopular, but have found time and again that the statistics have been belied by the changes and accidents that are such prominent features of drafting life.

### Only plan?

And why blindly draft a man away from his preference when by waiting for the plot to clear he can be sent where he wants to go?

And so we come to what seems to us to be the only plan that might work, and that is to extend substantially the notice at which we draft all ratings. If, for example, we worked six months ahead in filling over-

seas billets (the jargon for this is "meeting the overseas bill"), we could then foresee when and where the consequential vacancies would occur in time to earmark for them all the men coming home from abroad and from sea.

### Formidable

Of course there are snags, many of them formidable. We are already in some difficulty in giving men from general service commission and foreign service commission notice of their next United Kingdom draft, and because these men are due for less leave at the end of their commissions than those from 25 months' local foreign service, the problem is simpler than the one we are now setting ourselves.

And although the broad outlines of events six months or so ahead are discernible, the details are not, and good drafting depends on getting the details right.

Will "A" re-engage, will "B" get his discharge by purchase, will "C" be advanced? Will the refit of H.M.S. — complete on time? Will H.M.S. — do another commission or reduce to reserve? Can we be sure that no unexpected new commitments will be created in the next six months?

Easy enough to say that we ought to know the answers to such simple questions—until you get into them and find how unsimple they are, and on how many other unpredictable events they depend.

Put bluntly, the farther ahead one looks the more likely it is that the look will be wrong. This means that we will often be seen to change our minds, and to cancel draft orders after the men named in them have committed themselves to some domestic change.

### Do our best

Naturally we will do our best for men caught "twixt wind and water" in this way, but it would be much less than honest to pretend that the notice for draft can be extended without penalty.

Why, if it is now possible to extend notice for draft, have we not moved before?

The short answer is that the move towards longer notice began in May, 1964. Before that date the advantages of longer notice were apparent, but so, too, were the snags.

In the past, the doubts and uncertainties of long notice were looked on as more serious than the doubts and uncertainties of short notice. Times change and so do views, and now the stream of opinion runs more strongly in favour of longer notice.

We can only hope that as we slowly make the transition to longer notice, we find ways of proving groundless the fear

## Training cruise for 830 reservists

MORE than 800 members of the Royal Naval Reserve will take part in the annual summer training exercise Rockhaul, the ships visiting Gibraltar, Casablanca, and Lisbon during a four-week period.

Eleven coastal minesweepers attached to each of the R.N.R. divisions assembled at Plymouth during the week beginning August 8, and on August 13 they sailed for the cruise.

A crew change by air lift to Gibraltar was arranged at the half-time date (August 28), to enable the maximum number of reservists to take part, and to allow those reservists who could not spare more than a fortnight from their civilian jobs, to get back home.

The squadron, known as the 10th Mine Countermeasures Squadron, was under the command of Capt. J. B. Leworthy, R.N.R. (Commanding Officer of the London Division, R.N.R.) in H.M.S. Thames for the first half of the cruise, and under the command of Capt. J. S. Clarke, R.N.R. (Commanding Officer of the Solent Division, R.N.R.) for the second half.

### R.N. MINESWEEPERS

The Admiral Commanding Reserves, Rear-Admiral G. H. Carew-Hunt, embarked in H.M.S. Agincourt, the radar picket destroyer, on August 18 and assumed command of the squadron, which was reinforced by four Royal Navy coastal minesweepers of the 7th Mine Countermeasures Squadron from Malta from August 27. These will stay with the squadron until September 3.

The R.N.R. coastal minesweepers will disperse off Ushant on September 9, and return to their home ports.

### WHITBY'S REFIT

The anti-submarine frigate H.M.S. Whitby has completed a five-month refit in Portsmouth Dockyard.

### IN KEY WITH CIVILIANS

THE Ministry of Defence has issued an order saying that the National Anthem is to be played in the key of G major.

Hitherto the bands of the Royal Marines, the Army, and the R.A.F. played the Anthem in B flat when out of doors and in the key of F when indoors, but civilian bands usually played it in G major.

The new order will avoid confusion when civilian and military bands are combined.

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# THE 'WEE GREY GHOST' SEARCHED 600 DHOWS

## Found British weapons

WITH her ship's company dressed in whites, H.M.S. Calton berthed at H.M.S. Vernon, and many wondered about such an unorthodox rig in Portsmouth.

The reason? Just that no blues were on board. The ship's company had flown to Aden six months ago, and took only tropical rig. They had expected to spend a year in the Middle East, where blues are not worn.

Lieut.-Cdr. M. J. Reeder, R.N., the Commanding Officer, said: "There was a change of plans, and we were ordered to bring Calton home. She is to go into Reserve at Chatham."

"After 10 days' leave, we fly to Aden again to man another minesweeper, H.M.S. Kildarton, and to complete our year of foreign service."

Approval to wear whites had been obtained from the Com-

mander-in-Chief, Portsmouth, as the following messages show:

*We know that white is not quite right,  
But hope you'll excuse her lack of blues,  
It's not because they've got too tight,  
But merely that we're travelling light.*

To this signal the Commander-in-Chief replied:

*The weather here is hardly fit  
For sailors in a lightweight kit,  
But Calton's plight has left me moved,  
I can but say herewith "Approved."*

Those on board might have been excused in thinking that the Commander-in-Chief had also ordered the weather for whites, for, after days of overcast skies, the sun shone brightly as Calton entered harbour.

## NEW MINI NAVY SAILS

It would be unusual to find a lion, a leopard, and an elephant in company, but on August 22 three ships bearing those names left Portsmouth for Kenya.

The three patrol craft, built by Vosper of Portsmouth, commissioned on July 28 with the names Simba (lion), Chui (leopard), and Ndovu (elephant), have a top speed above 20 knots.

They are designed for customs duties, fishery protection, and coastguard operations along Kenya's 300-mile coastline and, while manned mainly by Kenyans, have British officers.

The Kenya Navy squadron is commanded by Lieut.-Cdr. A. Coxon, R.N., in Simba. Chui is commanded by Lieut. M. Bowman, R.N., and Ndovu by Lieut. G. Dippy, R.N.

## Tiger's busy programme

After a crowded programme of exercises and visits, H.M.S. Tiger arrived at Devonport on July 22 for the summer leave period.

Abroad, visits have included Gibraltar and Lisbon, and a 10-week tour on the other side of the Atlantic.

## Record Navy Days crowd

Numbers attending Portsmouth Navy Days this year reached 74,553, beating the record of 72,175 set up in 1954. Visitors to Plymouth Navy Days totalled an estimated 57,200.

Souvenir programmes of Portsmouth Navy Days may still be obtained from "Secretary, Navy Days, R.N. Barracks, Portsmouth," price 2s. 6d., post free.

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## Eskimo lassies proved a big surprise

WHEN they went to Iceland, the ship's company of H.M.S. Hydra were somewhat surprised to discover that the Eskimo girls were very with it, and that prices were even more so.

By our standards, everything seemed to cost double, but luckily the Americans opened their clubs in Keflavik, and this enabled the lads to at least get a pint of beer at a reasonable price.

Hydra, the third ship of the new class of ocean survey vessels, commissioned in Scotstoun and sailed for a shake-down cruise to Chatham.

The weather made it less of a cruise than a "shake-down," but eventually it was on to Portland for a condensed work-up, the limited damage control capability providing something of a problem for FOST's staff.

Most of the time was spent working up with Nubian's flight, as Hydra is fitted for a chopper, though at present is without one.

Thirty-four days after commissioning, Hydra sailed for Reykjavik and the first survey.

Hydra and her sister ships are fully equipped for oceanography as well as hydrography.

In basic terms, the task means covering the ocean survey area with regularly spaced lines observing simultaneously soundings, gravity, and magnetic values. The results will be of tremendous scientific interest, particularly to those studying the geological history of the earth.

Hydra returned to Reykjavik on July 1, and that evening a ship's dance was held on the flight deck. Guests included about 70 local lassies.

It was a great evening, giving an intro into local society, the Icelandic girls appearing to enjoy themselves thoroughly.

The "ice" being on the thaw, plans were laid to melt it away completely during the July 22-25 visit by holding Operation Shipview.

## Plymouth's days of oil watch drama

A MOMENT of high drama was recalled when H.M.S. Plymouth, leader of the 29th Escort Squadron, returned to her home port, Plymouth, flying her paying-off pennant. This marked the end of her third general service commission.

The commission began in June, 1964, and over the two-year period the ship spent a total of 13 months east of Suez, and steamed 102,000 miles.

In such a busy and varied commission there were many highlights, but on the operational side there is no doubt that the stopping of the oil runner Ioanna V was an event which few on board will forget for a long time.

Of the various ports visited, it would be difficult to select the most popular.

Some found their joy in two shopping visits to Hong Kong, and some the six days at Bangkok with its beautiful temples and gentle people.

For sheer relaxation, the week in Geraldton and Fremantle in Western Australia was an unqualified success.

With much sea time behind her (42 days off Beira was the longest continuous stretch), H.M.S. Plymouth returns for a long refit, and the ship's company disperses in stages to leave and thence to their next ships or shore establishments.

## INT. SUBMARINERS' NEW BRANCH

The third branch of the British Section of the International Submarine Association was inaugurated at Gosport on July 23. Other branches are Cheltenham and East Midlands.

## ARAB GEAR

Tracy and Shane Carpenter, who went on board H.M.S. Calton to see their uncle, David, get a close look at an Arab head-dress worn by Glen Walding from Bristol.

## Ark Royal's three-year refit will cost £30m

THE three-year refit of the aircraft carrier H.M.S. Ark Royal is to go ahead, despite the Government's economic measures. It is expected that the refit will cost £30,000,000.

No decision has yet been promulgated as to where the refit will take place, but it is thought that she will be taken in hand by Devonport dockyard in October.

It is likely that she will lose her Bofors guns and become, like H.M.S. Hermes an all-missile ship.

The modernisation will enable the ship to operate the Phantom aircraft, and to bring her equipment right up-to-date. Accommodation for both officers and men will be improved.

The Ministry of Defence has stated that the fleet will have carriers until the mid-70's, and without the Ark Royal this would be not be possible.

## QUEEN MOTHER'S VISIT

Queen Elizabeth, the Queen Mother, will visit Ark Royal off the Aberdeen coast on September 20.

## NAVY'S PART IN MALTA FAIR

The Services' Pavilion, with its miniature military tattoo in the small arena each night, was one of the highlights of the 10th Malta Trade Fair, held during the first two weeks of July.

Naval participation in the displays included Wrens dancing the hornpipe, the Royal Marines band, and the Fleet Clearance Diving Team showing how they deal with an exploded mine.

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## OLD CANNON FOUND

A skin diver found a ship's cannon, believed to be 200 years old, in the sea at Bracklesham Bay, Sussex.

# LENINGRAD VISIT BY H.M.S. DEVONSHIRE

The Commander-in-Chief, Home Fleet (Admiral Sir John Frewen), flying his flag in H.M.S. Devonshire, the guided missile destroyer, will visit Leningrad from September 3 to 7, Helsinki from September 8 to 11, and Gdynia from September 13 to 15.

In his number of goodwill visits to Baltic ports, the Commander-in-Chief will transfer his flag to H.M.S. Devonshire's sister ship, H.M.S. London, for a visit to Stockholm from September 16 to 21.

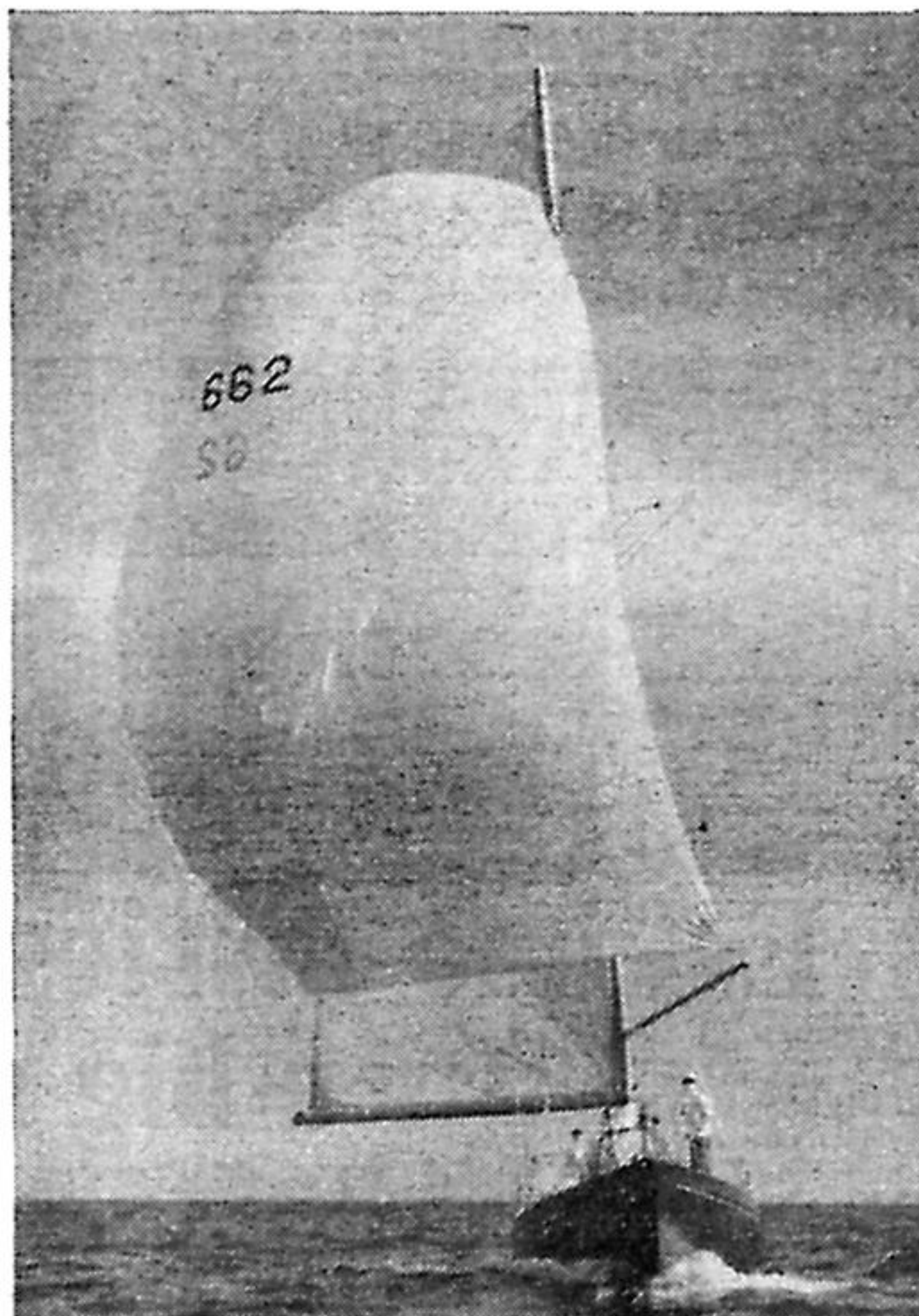
The R.F.A. Oleander will be company for the duration of the Commander-in-Chief's cruise.

## PROVED WRONG

The last time a British Commander-in-Chief made an official visit to Leningrad was 11 years ago, when Admiral Sir Michael Denny sailed up the Neva in the aircraft carrier Triumph.

The captain of the Triumph at that time was the present First Sea Lord, Admiral Sir Varyl Begg. His executive officer was the present captain of H.M.S. Eagle, Capt. J. Roxburgh, R.N.

That visit was a successful one, but there was one mishap. The Russians said that only one buoy was necessary for mooring Triumph, despite British insistence that two were required. The Russians were proved wrong, for when the Neva rose, the carrier broke adrift and crashed into a river bus station.



Spinnaker "pulling like a train." Fine shot of Merlin, the yacht used to give seamanship and adventure training to Naval Air Command trainees. She took part in the Tall Ships Race in July

## MOVEMENTS OF SUBMARINES

H.M. Submarines expect to make the following visits during September:

Alderney: Preston, September 1 to 5.  
Orpheus: Kolding (Denmark), September 1 to 6.  
Artemis: Cuxhaven, September 7 to 12.  
Osiris: Odense, September 7 to 13.  
Truncheon, Fin whale, Aeneas: Helsinki, September 8 to 12, and Lubeck, September 15 to 17.  
Thermopylae, Opportune: Middlesbrough, September 9 to 13.  
Otus: Barry, September 24 to 29.

## Appointments

The Bishop of Croydon, the Rt. Rev. J. T. Hughes, has been appointed Bishop to the Forces in succession to the Bishop of Maidstone, the Rt. Rev. Stanley Betts.

The Rt. Rev. Hughes will retain the suffragan bishopric of Croydon while undertaking his new duties with the Chaplains of the three Services.

Other recent appointments include:  
Rear-Admiral C. P. Mills. To Vice-Admiral, August 24.

Rear-Admiral (Acting Vice-Admiral) D. G. Clutterbuck. To Vice-Admiral, August 24.

Capt. J. B. Holt, A.D.C., R.N. To be promoted to Rear-Admiral, January 7, 1967, and Director General Aircraft (Naval).

Capt. P. E. Fanshawe. Retired List, September 13.

Inst.-Capt. G. B. C. Britton. Retired List, August 28.

Capt. H. C. Leach. President as Director, Royal Naval Tactical School, Woolwich, April 15.

Capt. P. G. R. Mitchell. Raleigh in command, March 15, 1967.

Capt. A. B. B. Clark. Goldcrest (R.N. Station, Brawdy) in command, March 1, 1967.

Capt. A. G. Tait. Dolphin in command and as Captain S/M, 1st Submarine Squadron, March 14, 1967.

Capt. J. O. Roberts. Galatea in command, February 7, 1967.

Capt. R. C. Morgan. Terror, Commander Naval Forces, Borneo, September 12.

Cdr. R. C. Hay. Retired List, September 11.

Cdr. R. J. G. Macpherson. Ark Royal in command, December 23.

Cdr. H. A. L. Eddowes. Collingwood as Exec. Officer, January 14, 1967.

Cdr. J. A. Coleman. Invermoriston in command as Senior Officer, 11th M.C.M. Squadron.

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## PHASED WITHDRAWAL FROM SYDNEY, N.S.W.

# Taciturn is coming home

A PHASED withdrawal of the submarine squadron which has been based on Sydney, N.S.W., since the early post-war years, is planned.

H.M.S. Taciturn left Sydney on August 21 for the United Kingdom, to be replaced by H.M.A.S. Oxley, built by Scott's of Greenock.

H.M. submarines Tabard and Trump will remain in Australia until more Royal Australian Navy submarines are available.

Oxley is of the British Oberon class, and three more—Onslow, Otway and Owens—are being built by Scott's, to be delivered over the next three years.

The Royal Canadian Navy, which already has one Oberon

class submarine, the Ojibwa, will have two more, the Okanagan and the Onondaga. They are being built in H.M. Dockyard, Chatham.

The Ojibwa was to have been the Onyx for the Royal Navy, but although laid down as Onyx, she was launched as the Ojibwa.

The name Onyx was, however, retained for another Oberon, and she was launched and named on August 18 at the Birkenhead yard of Messrs. Cammel Laird, by Mrs. Mayhew, wife of Mr. Christopher Mayhew, M.P., the former Navy Minister.

## Three types in the fleet

THE Ministry of Defence has decided to rename the three types of vessels in the Royal Navy's submarine fleet.

The terms "attack submarine" and "hunter-killer submarine" are, in future, not to be used.

The three categories are "Polaris," "Fleet," "Patrol." Polaris (ballistic missile) submarines have their training base at Faslane.

The second category, "Fleet" submarines, include two existing nuclear-powered boats, Dreadnought and Valiant. Two others, the Warspite and the Churchill, are building.

The third category, "Patrol" submarines, are the present "conventional" craft, which have to surface or "snort" whenever they wished to recharge their batteries.

## 'Seagulls' over Helensburgh

The first night of the Maidstone Players' production of "Seagulls over Sorrento" was also the full dress rehearsal, for no opportunity had occurred previously to perform the play as a whole, or to check the scenery, sound effects, etc.

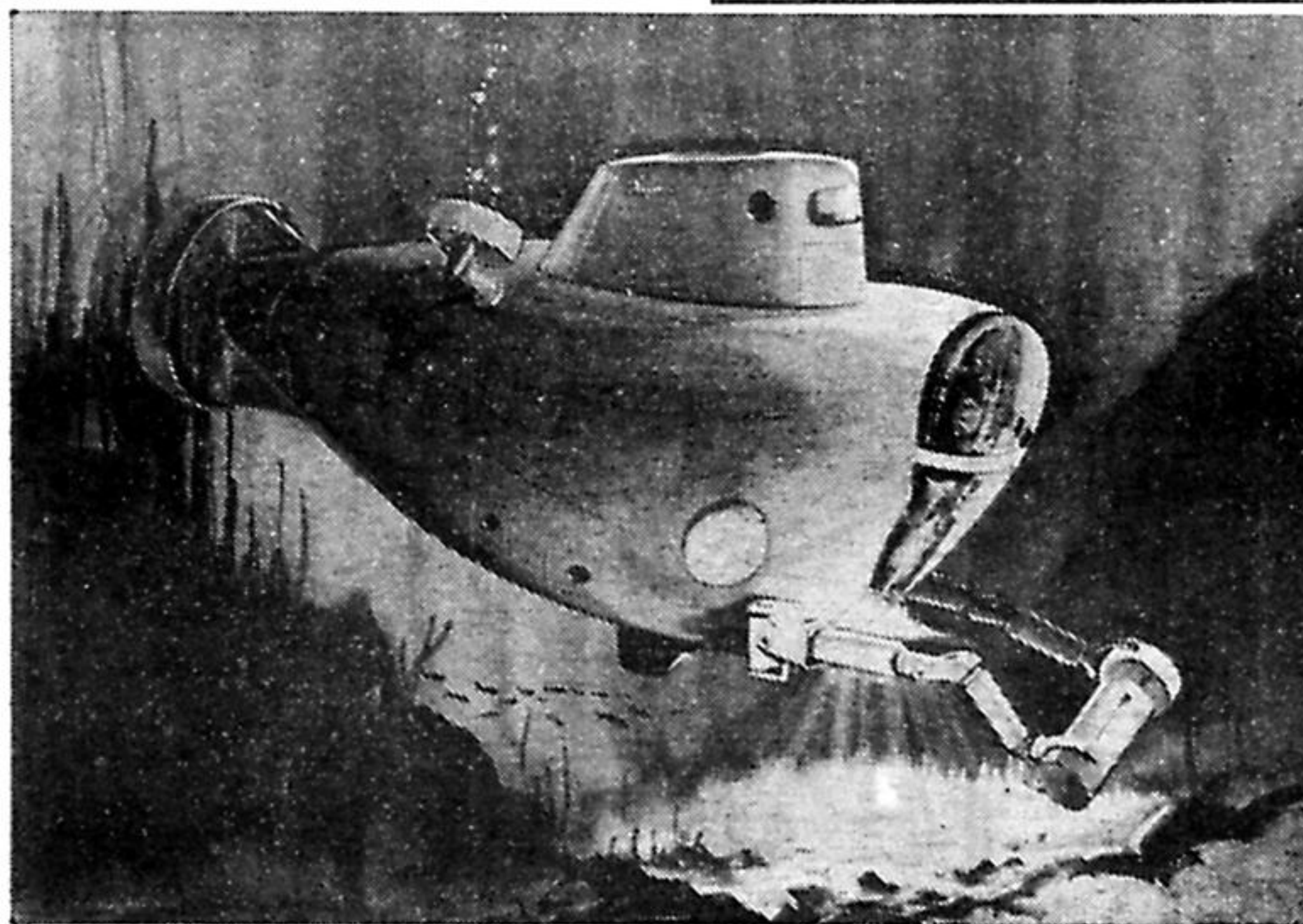
The Players, members of the ship's company of H.M.S. Maidstone, gave three successful performances in the Victoria Hall, Helensburgh.

Everyone in the cast gave of

## COUNT-DOWN

Instruction in count-down procedures. Royal Navy officers and ratings in the missile control centre at the Polaris School, Faslane.

their best, but special mention must be made of Ken Davies, whose performance as a three-badged Able Seaman, had the audience in tears (of laughter) throughout the play.



Two deep-diving research and work submarines will be built by General Dynamics for the U.S. Navy's Atlantic Underwater Test and Evaluation Centre, and for the Office of Naval Research.

Each of the 25-foot vessels shown in this artist's impression will be equipped with two manipulators.

## In command at Dolphin

TAKING over command of H.M.S. Dolphin and the 1st Submarine Squadron, based at Fort Blockhouse, next March, is Capt. A. G. Tait, R.N.

A New Zealander, Capt. Tait became a submariner early in the war, serving in Taurus, Tally Ho and Tudor in the Mediterranean and the Far East.

Since the war he has commanded the submarines Tornado, Sanguine, Aurochs and Ambush.

He took over the command of the Leander class general-purpose frigate H.M.S. Ajax in July, 1965.

## New sonar for Americans

SAID to be capable of detecting submarines far beneath the surface, a new towed-array sonar system as long as a football field is being built for the United States Navy by the Hughes Aircraft Company.

A spokesman for the company said that the system was trailed on a cable far behind the "mother" ship, and, when necessary, at great depths. It was less affected than present systems by interference noises generated by the mother ship.

# U.S. STEEL FOR NUCLEAR SUBS

ALTHOUGH American steel is being bought for the "highly stressed" parts of future British-built nuclear submarines, a Navy spokesman of the Ministry of Defence said that the purchase did not imply that British steel used in H.M.S. Dreadnought, Britain's first nuclear submarine, had fallen short of quality and strength standards set.

The decision to buy American steel followed investigations into cracks which appeared a year ago in Dreadnought, two years after she was first commissioned.

The spokesman said: "The cracks did not represent a serious structural failure. They were not dangerous to the vessel or her crew, and could be repaired by welding during normal docking."

## VISITORS

WHEN four United States submarines of the 21st Submarine Division visited H.M.S. Dolphin, there were 12 boats berthed in Haslar Creek.

The four submarines were the Corporal, Cobbler, Clamagore, and Blenny—all of the Second World War Balao class.

## SUBMARINERS' CORNER

## Admiral lost the bet

IF the Flag Officer Submarines (Rear-Admiral I. L. M. McGeoch) is asked, "What is the easiest way of losing a couple of guineas," he will possibly reply, "Bet against the Army."

When U.S.S. Randolph was in Portsmouth last month, the Comptroller of the Trafalgar Services Club, Cdr. A. D. Gilbert, R.N. (ret.) was asked how the ship could obtain 65 red berets.

Admiral McGeoch, who is the club's vice-president, wagered with Major-General P. T. Towers (Director of Army Public Relations) that the Army could not deliver the goods within the three days before Randolph sailed from Portsmouth.

Cdr. Gilbert co-ordinated the search from the club, and more than 40 telephone calls were made before the required number was complete.

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# Conference told of welfare aid

**D**URING the course of the annual conference of the Royal Naval Association, Shipmate D.C. H. Wheeler, the pensions representative, stated that £3,415 had been donated by branches to charitable purposes during the year.

In his address, the President, Admiral Sir Frederick Parham, referred to the many ceremonies he had been able to attend, including the Battle of Jutland 50th anniversary ceremony in Trafalgar Square, and to the arrangements made for six veterans to go to the scene of the battle.

Speaking on the membership figures, the Admiral said that the numbers had remained steady over the previous year. He relied upon the common sense of the shipmates regarding the increase in subscriptions.

The chairman of the Association, Shipmate J. May, asked that contributions to the Admiral Madden Fund for the provision of guide dogs for the blind should continue to be made.

During the course of the meeting the chairman of No. 1 Area asked the area president, Admiral Sir Charles Madden, to present a gift to Miss Thomas who, for so many years, had served the Association so well, and who was now in retirement.

Miss Thomas, who was warmly received, suitably acknowledged the present.



## THE ROYAL NAVAL ASSOCIATION

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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

The old Standard of the Welwyn Garden City branch will be laid up, and a new one dedicated.

Teas will be available after the rally at the Welwyn Garden City Club, followed by a social evening.

The parade will be formed at 2.30 p.m., and branches attending should notify the secretary, R.N.A. Club, Lemsford Lane, Welwyn Garden City.

### Herts mascot 'slips Cable'

**T**HE well-known bulldog mascot of the Herts branch, "Socks," owned by Shipmate Caude Nowell, has "slipped his cable."

When the news of the mascot's death was announced to the members, a collection was made and the proceeds were donated to the R.N.A. Madden Memorial Trust.

### President for No. 6 Area Rally

**W**HEN No. 6 Area holds its rally at Welwyn Garden City on September 18, the President of the Royal Naval Association, Admiral Sir Frederick Parham, will be the Inspecting Officer, and will take the salute at a march past.

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### 'Comradeship' to the end

**T**HE fourth part of the motto of the Royal Naval Association — comradeship — was certainly carried out by the members of the Arbroath branch recently.

When Shipmate Frederick ("Ted") Ather was found dead by the police at his home, the next-of-kin could not be traced, and the police got in touch with the treasurer of the Arbroath branch, Shipmate A. Brown.

The treasurer contacted his members, and their late shipmate was buried at the branch's expense, the chaplain of H.M.S. Condor officiating.

The late C.P.O. Ather was the Admiral's Chief Cook when H.M.S. Condor flew the flag of the Flag Officer Reserve Aircraft, and he served 23 years.

### Pensioners—and wives—entertained

**T**HE Senior Members (Old Age Pensioners) and wives of the members of the Wear branch were taken to Leyburn (Yorks.) for their annual outing.

The branch chairman, Shipmate "Hoot" Gibson, received on behalf of the branch, a silver cup, for competition in the annual Gardening Club's exhibition. The presentation was made by Mrs. M. Rennie (chairman of the Wrens' section) and Mrs. A. Lawson.

The Wrens' section also presented to the branch a plaque of the Wrens' crest. This had been presented to the Wrens' section by men of H.M.S. Tiger.

### 'PROUD TO HAVE KNOWN HIM'

When C.P.O. "Jim" Kavanagh, the Regulating Chief of the (ME) branch in H.M.S. Eaglet, headquarters of the Mersey Division, R.N.R., at Liverpool, left the Navy on August 18, he was the recipient of a presentation from those who had worked with him.

He had been with the Division six years, and those in the branch "are proud to have known him and will be sorry to see him go," said one member.

#### NEW AWARD

Chief Officer P. E. Stubbs, W.R.N.R., the Unit Officer of the Division, has presented a "Wren of the Year" trophy, which will be awarded annually to the W.R.N.R. rating who contributes most to the Division each year.

#### EX-TELS. TO MEET

The ex-R.N. Telegraphists' (1918) Association will hold its 33rd annual dinner on October 8 on board H.M.S. Chrysanthemum, at Kings Reach, E.C.4. Serving and ex-R.N. Telegraphists interested should write to Mr. A. Hoare, 152 Well-meadow Road, Catford, S.E.6.

## HOME FLEET'S LANDING EXERCISE



H.M.S. Defender's landing party guarding "terrorists" during the Home Fleet's landing exercise near Cape Wrath in July. The terrorists were made up of local residents and holiday-makers who volunteered their services.

## 'Know your Navy'

**A** ROYAL Navy Presentation Team has been formed to tell the public about the Royal Navy. Led by Capt. S. W. Farquharson-Roberts, R.N., the team includes a naval and a Royal Marine lieutenant, a third officer, W.R.N.S., a petty officer and a leading seaman.

The Presentation, called "Know your Navy," lasts an hour and is given in dramatised lecture form, supported by synchronised colour film and slides.

The team is to visit 40 cities and towns. Visits in September are: Winchester (23rd), Eastbourne (26th), Slough (28th) and Guildford (30th).

## Cambrian's claim after 400-mile 'rescue'

**T**HE destroyer H.M.S. Cambrian returned to Portsmouth on July 29 to pay off, after a busy commission of two years, during which she steamed 90,000 miles, spending time on patrols off the East African coast, off Borneo, and visiting Hong Kong, Aden, Mombasa, Gan and, of course, Singapore.

During the last part of the commission she spent 130 days at sea out of 199.

The busiest time was on patrol duties in the Malacca Straits. During one patrol a distress signal was received. The

Greek cargo ship, White Mountain, had been badly damaged in a collision with the Japanese ship Funabashi.

The Funabashi was beached. The White Mountain capsized, but her crew was rescued by the destroyer.

Earlier in the commission the Italian tanker Adriana Augusta was damaged in the Red Sea, and Cambrian towed her 400 miles to Aden. A salvage claim has been submitted and, if successful, some £25,000 may be split between the destroyer and H.M.S. London, and the Admiralty.

As part of the British forces "hearts and minds" campaign in Borneo, men of H.M.S. Cambrian built a centre for use by 300 Malays living in a kampong on the island of Manampili, off Sabah in North Borneo.

Cambrian returned with H.M.S. Plymouth, which reached Plymouth on July 28, and the end of the 29th Escort Squadron was reached. Other ships of the squadron, Chichester, London-derry, and Blackpool have joined other squadrons.

## In brief

A new accommodation block for 400 juniors was opened by the Commodore, R.N. Barracks, Portsmouth, on August 30. The new block is on the parade ground alongside the road between the north and south gates.

H.M.S. Arethusa left Portsmouth on August 22 for her first Far Eastern commission.

H.M.S. Nubian recommissioned at Portsmouth on August 6. Sea trials began on August 22 and these will be followed by a work-up off Portland. The frigate will sail for the Middle East in the winter.

H.M.S. Kent sailed from Chatham on August 8 for the start of the "foreign" half of her general service commission. She is expected to serve on the Far East station for about a year.

The bomb and mine disposal units of H.M.S. Vernon exploded a bomb "in a nasty condition" on Worthing beach on August 20.

H.M. Ships Ashanti and Cleopatra, en route for Aden and the Far East, spent a few days at Malta at the beginning of August.

An average of 1,176 officers and men from H.M.S. Victorious went ashore each day when the ship called in Malta on her way to the Far East.

### DEATH OF PORTLAND SHIPMATE

Shipmate B. Coleman, Secretary of the Portland Branch of the Royal Naval Association, whose articles, "Ere yer be, then," in "Navy News" caused so much pleasure, has died.



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## VICTORY'S GUN BOOMS AGAIN

LEUT. Douglas Denyer, R.N., and C.P.O. Robert Bamber of H.M.S. Excellent, have fired one of the guns carried by Nelson's flagship Victory at the Battle of Trafalgar.

The occasion was watched by a crowd in Portsmouth Dockyard, as the firing was recorded for posterity. Lieut.-Cdr. Dick Whitting-

ton, R.N., commanding officer of Victory, thinks it will be the last time the gun will be fired.

Directing the recording was Mr. Peter Gatacre, managing-director of Madame Tussaud's wax-works museum, who is going to mount a £50,000 scene depicting Trafalgar. For the last two months he has been

preparing a mock-up of two decks of Victory.

Sculptured models have been created—smoke grimed, sweaty, and as lifelike as only Tussaud's can make them. There will be all the sights, smells, and sounds of the great battle.

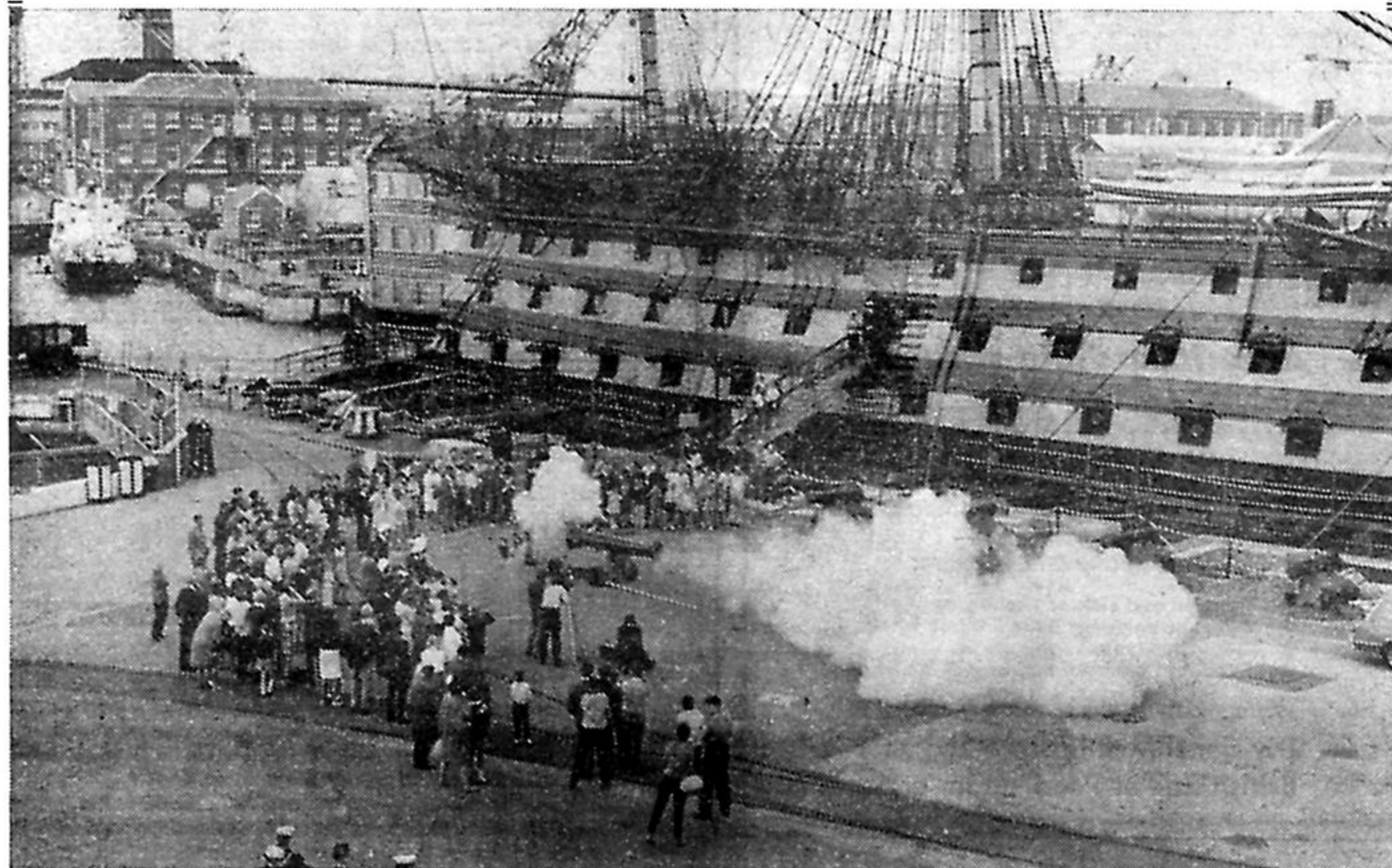
After Lieut. Denyer and C.P.O. Bamber had fired the first "boom," the sound

engineers asked for a repeat.

Gunpowder was once again poured into the flint-lock and a gunpowder charge pushed into the barrel, along with a paper ball.

And bang! It went off again, like a thunderclap rolling among the dockyard buildings.

The Trafalgar scene, which is expected to open on September 29, will be the most ambitious since Madame Tussaud's launched its Planetarium.



## 'GIRL HAPPY' RESORT IN LYNX TOUR

ANYONE who has seen the film "Girl Happy" will know the delights the famed holiday resort of Fort Lauderdale, Florida, has to offer, and a four-day visit there was one of the highlights of the first foreign leg of H.M.S. Lynx's fifth general service commission.

The frigate returned to Portsmouth on July 28. Normally based on the South Africa and South America Station, she spent the summer on the West

Indies Station, and most of those on board reckoned they had a great four months.

Ships of the West Indies Squadron have a useful job to do, for the Bahamian waters north of Cuba are permanently patrolled.

The patrols are aimed at preventing Cubans, escaping from the Castro regime, from using the Bahamian islands as a stepping stone to the United States. When discovered these refugees are picked up and handed over to the Americans.

Lynx lost count of the number of refugees "rescued," among her other duties she investigated suspicious fishing vessels, offered assistance to a Russian tanker, and towed a lost and crippled pleasure craft for four hours into Nassau.

Breaks from patrol included replenishment visits—official and personal—to Nassau, Key West (the southernmost tip of the Florida Keys), and Freeport.

No trip to the West Indies is complete without a trip around the Caribbean Islands, and in

the space of three weeks the ship's company saw Trinidad, Tobago, British Guiana (for the independence celebrations), Barbados, Grenada and Martinique.

Much sport was played, including rugby in 90 degrees of heat.

M.E. Michael Dingledein, a Navy cyclist, managed to keep fit enough to shine in a cycling meeting in Trinidad, and earn selection for a British representative team touring the Caribbean.

The broad pennant of Commodore H. H. Dannreuther, Senior Naval Officer West Indies and Commodore British Forces Caribbean Area, was flown on two occasions, and on the second occasion he was dined by the chief petty officers' mess.

On August 2 Capt. P. G. R. Mitchell relinquished command of Lynx, his successor being Capt. J. G. Jungius.

At the end of the year, Lynx will be off again—to South Africa.

## DIVERS FIND WRECK

OFF the Libyan coast, a Royal Navy diving team, led by Lieut.-Cdr. John Grattan, has found the Maltese cargo ship Speronara, sunk in about 180 feet of water and 12 miles from the port of Sabratha.

The find is considered by Mr. Salvo Scicluna, general secretary of the Malta underwater archaeological group, to be of great importance. He identified the boat from her two anchors, which had been recovered, and dated the vessel as late seventeenth century.

The team also recovered from the wreck a large amount of pottery and glazed plates, mostly in excellent condition. A selection of the best pieces was presented to the King of Libya.

## Fried an egg on deck

When H.M.S. Brighton, the anti-submarine frigate, visited Brighton last month, there was no chance of a repeat performance of an event which had taken place earlier.

In the Red Sea, an egg was fried on the ship's deck by the sun's heat in four minutes.

## THE SPORTING SQUADRON

Sports representatives of 892 Naval Air Squadron with some of the trophies they have won at the Royal Naval Air Station, Yeovilton, this year. Successes have included cross-country, badminton, basketball, volleyball, seven-a-side rugby, six-a-side hockey, athletics, swimming, and tug-of-war. They have been runners-up in five other sports. Commanding Officer is Lieut.-Cdr. Nigel Anderton, R.N.



## Right jobs for the right men

IN times of full and "over" employment, it might be thought that there was little necessity for such organisations as the National Association for Employment of Regular Sailors, Soldiers, and Airmen.

Figures for 1965, however, not only show how busy and useful the Association is to personnel leaving the armed forces, but also reflect the enormous effort made nowadays to find the right job for the right man.

The 1965 registrations with the Association totalled 14,500 regulars, and of these nearly 12,000 were found work. Among these were 4,000 sailors and Royal Marines, of whom 3,400 were placed in employment.

Despite its close contact with every possible link with civilian working life, the Association officers believe that the facilities could still be more widely known.

They welcome inquiries at 4 Buckingham Palace Mansions, Buckingham Palace Road, S.W.1, not merely at the time of retirement, but at any time, from men and women seeking advice on civil employment in preparation for the time they leave the regular services.

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**ALL ENTRIES ARE WELCOME****Centaur to  
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The aircraft carrier H.M.S. Centaur, placed in reserve last year, was due to be towed from Portsmouth to Plymouth on August 30.

She will be used as an accommodation ship during the refits of the carriers Eagle and Ark Royal.

**Hermes off**

H.M.S. Hermes sailed from Portsmouth on August 25 for exercises off Gibraltar. The carrier is expected to return on September 9.

**'OPEN DAY' AT  
FASLANE**

The Third Submarine Squadron, based on the depot ship H.M.S. Maidstone, at Faslane, is to hold an Open Day on September 10. The proceeds to go to naval charities.

H.M.S. Maidstone and submarines, will be open to visitors and, as well as many static displays and exhibits, there will be opportunities for boat trips.

**In Memoriam**

Edward Gerald Jane, Leading Air Mechanic (O). L/FX 852548. H.M.S. Terror. Died July 14, 1966.  
Gordon Stewart McKenzie, Electrical Mechanic 1/c. P/070575. H.M.S. Dolphin. Died July 20, 1966.  
Supply Lieut. Ernest Victor Frowde, R.N. H.M.S. Heron. Died July 25, 1966.  
Lieut.-Cdr. William MacKenzie Murdock, R.N. H.M.S. Drake. Died July 25, 1966.  
David William Cross, A.B. D/072719. H.M.S. Excellent. Died July 25, 1966.  
Kenneth Alec Overton, A.B. P/062252. H.M.S. Excellent. Died July 27, 1966.  
Kenneth Neil Watts, L/Cpl. RMB/X 2048. R.M. Barracks, Eastney. Died August 2, 1966.  
Jeffrey Alan Horton, Electrical Mechanician 3/c. P/057123. H.M.C. Cochran (Intrepid). Died August 8, 1966.

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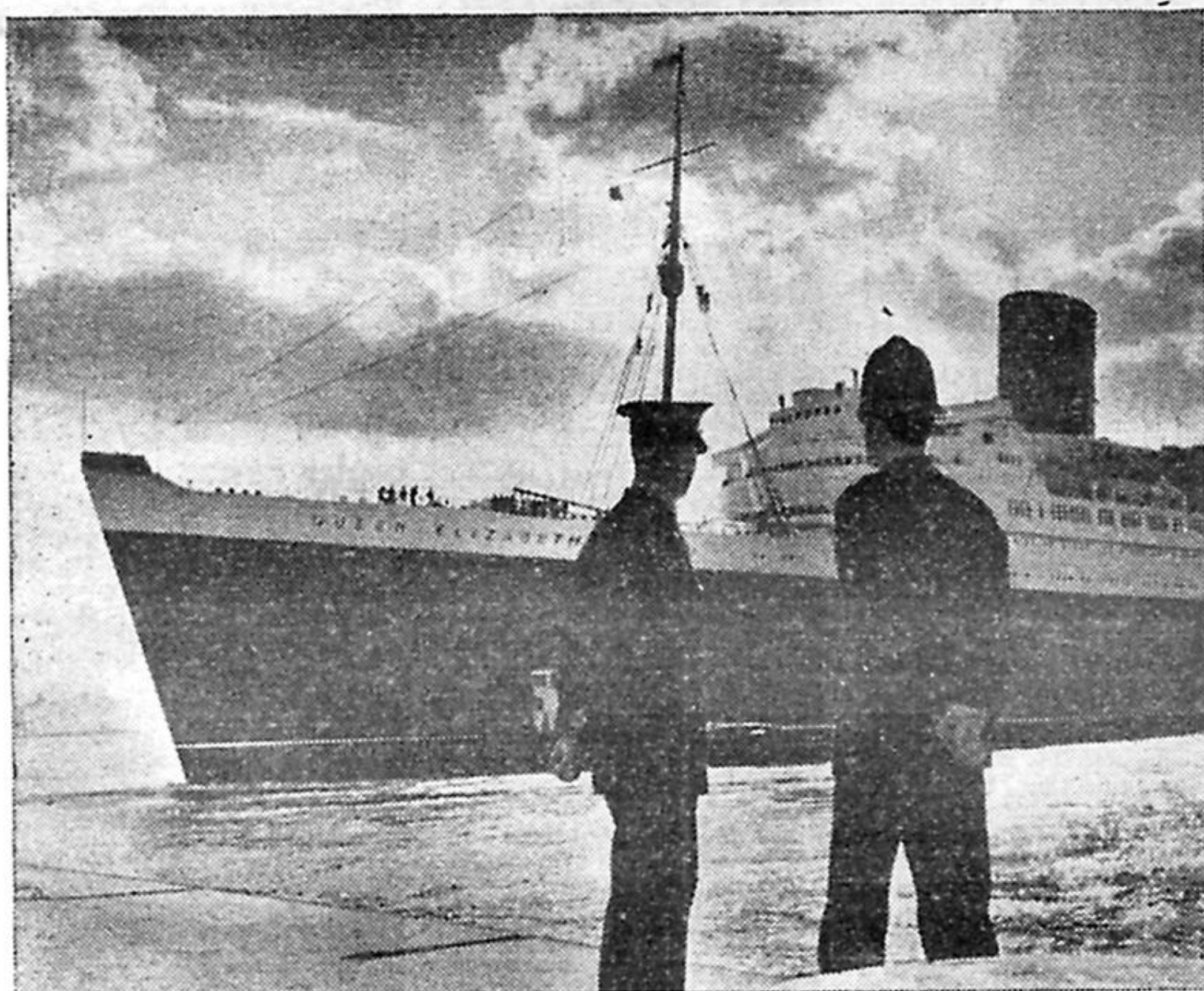
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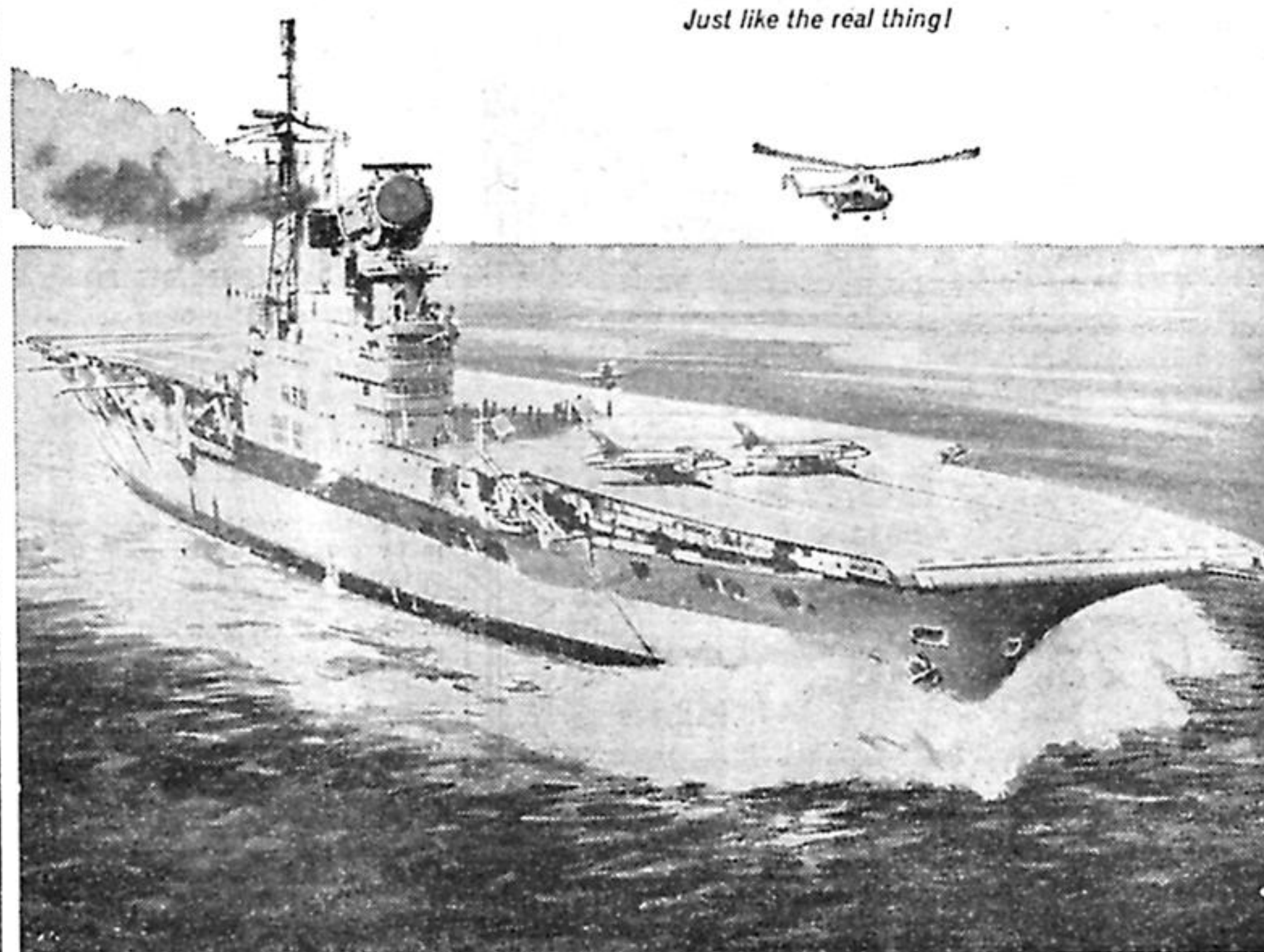
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# R.N.F.A. has strong fixture list SAILORS HOPE TO SERVICES' SOCCER

THE Royal Navy Football Association is looking forward to repeating the successes of last season and, once again, becoming champions at Inter-Service level. Energy, skill, fitness, and good team work was the answer in the 1965-66 season, and those involved with the Navy team are enthusiastic about the forthcoming season.

A number of those who represented the Navy last year will, during the season, be available again, including A.B. Gray (Juno), C.P.O. Coates (Albion), L.R.E.M. Stacey (Hermes), P.O. Crawford (P.T. School), and Marine Anderson (43 Commando).

Salsbury and Greenwood have gone to the beach, and Brown, Atkey and Shelton are now serving in ships that will not be available for the Inter-Service games. Muller-Cooper

will probably be leaving the Service later in the year.

On the other hand, three very good players who have played for the Navy previously will be available. They are Leading Seamen Wilkinson, R.E.A. Godwin and Marine Williams.

These men, with the two or three who were not quite good enough last year, but may well be so this season, will help towards making the nucleus of a winning team.

The Royal Navy fixture list is

roughly as in previous years. Kent Football Association is the only club that finds it is unable to play.

The remainder of the strong fixture list is as before, except that for the opening match on September 21, the game will be played between 11 selected from the previous day's trials, mixed with members of the Portsmouth Football Club.

The mixing of the two sides, Navy and Pompey men playing with and against Navy and Pompey men, should be most instructive and better to watch.

## Champion again

FOR the fourth time in five years, Lieut. G. S. Clarke, R.N., serving in H.M.S. Daedalus, won the Royal Navy tennis singles title at Wimbledon last month.

In the preliminary rounds, Lieut. Clarke lost only three games in six sets, but he was given a harder match in the semi-final, when he beat Capt. B. Herman, R.M., 6-4 and 6-2.

The final, against Inst. Lieut. G. Warner, R.N., was a closer match, Warner winning the first set 7-5, but the holder won the next two sets 6-4, 6-2.



Lieut. G. S. Clarke, R.N.

The two singles finalists also won the men's doubles by beating Inst. Lieut. M. Johns, R.N., and R.S. K. Swain 6-3, 6-1.

The final of the mixed doubles had to be postponed because of bad weather. Lieut. Clarke was to have featured in this match, too. His partner was to have been Third Officer J. Heanley, W.R.N.S., and their opponents were to have



Second Officer S. Hogg, W.R.N.S.

been Second Officer S. Hogg, W.R.N.S., and Lieut. B. Taylor, R.N. It is probable that the trophy will be shared by the two teams.

The women's singles title was won by Second Officer S. Hogg, W.R.N.S. In the final she had a walk-over, for her opponent, Third Officer P. J. Heanley, W.R.N.S. (between them they have monopolised the cup in recent years), hurt a foot and, being a finalist in three events, decided to conserve her energies for the doubles, and scratched.

In the women's doubles, Second Officer Hogg and Third Officer S. Skelton, W.R.N.S., beat Third Officer Heanley and Surg. Lieut. A. Macgillivray, R.N.

## OPTIMISM IN RUGGER CAMP

THE United Services (Portsmouth) Rugby Football Club this year has strength in depth—a desirable feature owing to the frequent calls of Royal Navy and other representative matches on its first-team players.

The 1965-66 season was the Services' best for some years. Under the captaincy of Peter Golding, a side was built up which, as well as gaining a reputation for playing entertaining football, finished with the satisfactory record of 15 wins and one draw out of 28 games.

Unfortunately, Peter Golding has left the Service, but Roger Godfrey, who has played as a wing forward in English international trials and captained the Royal Navy side and the London team against Paris, brings to the task of captaincy, enthusiasm and a determination that the club shall improve still further.

Last season's players who are expected to be available include Navy players Brian Goodwin, "Tug" Wilson, Peter Cantello, Trevor Gatehouse, and Graham House. "Ricky" Braybrooke has said he will be playing again, and Colin Gibson and Jim Casey were among the first who joined in the club's first official training session in mid-August.

### STRENGTH IN DEPTH

Newcomers of proven ability include Mike Davis, who is to be vice-captain of the club. He has played for England, the Barbarians, and Combined Services, and captained last season's successful Royal Navy side.

The absence of the names of many players who have, in the past, appeared in the club's first XV, gives some idea of the depth of playing talent available.

Trials designed to help the captain and selection committee to see the maximum number of players in action are being held on September 3, 5, and 10.

## KEEP CUP



## Navyman wins gold and silver medals

C.E.R.A. Tony Clark, of H.M.S. Daedalus, who lives at Gosport, added further laurels to the many he has gained in a long shooting career, when he gained both a gold and a silver medal in the British Empire and Commonwealth games at Kingston, Jamaica.

In the centre fire pistol match, Tony gained the silver medal, only one point behind the Canadian J. Lee, who won the gold. Tony's score was 575 points out of a possible 600.

In the .22 rapid fire pistol silhouette event he scored 585 points out of a possible 600, beating his nearest rival by seven points.

C.E.R.A. Clark is a native of Southampton, and joined the Royal Navy in 1945. He started competition rifle shooting in 1953 and since then has represented the Navy and England, taking part in the Olympic Games in 1960 and 1964.

He is married and his wife, formerly Leading Wren Julia Boughton, is also a keen shot.

### Second title for cyclist

AT his first attempt at the 12-hour time trial, Navy cyclist P.O.M.(E) Ken Milner, an instructor at H.M.S. Phoenix, won his second Royal Navy cycling title by completing nearly 224 miles.

He won from Mech. Rutter by seven miles, despite getting a puncture at about 135 miles. Third was C.A.(W) Barrie Le Grove, who topped 200 miles.

The Navy pensioner "Nobby" Clark beat all the serving riders by completing just short of 225 miles.

In July P.O. Milner won the 100-mile title.

In the recent 24-hour race E.R.A. Syd Hygate was credited with a distance of 235 miles in the first 12 hours of that event.

### Silver medal for 'flying wren'

P.O. Wren Deirdre Watkinson gave a very good performance in the women's 440 yards in the Commonwealth Games at Kingston, Jamaica, last month.

With a personal best time of 54.1 sec., she was 1.1 sec. slower than the Australian Judy Pollock, and gained the silver medal.

## BASEBALL NEXT TIME?

While U.S.S. Randolph was visiting Portsmouth during August, H.M.S. Hermes was the host ship and among the sporting activities which took place was a football match between the two carriers. The Hermes team won 14 to nil. It is possible that the situation may have been reversed had the teams played baseball. Ldg. Ck. Edwards (left) and Joseph L. Gathmann, of New York, the two captains, exchanged plaques prior to the kick-off at the Victory Stadium, Pitt Street, on August 10.

## SPORTING ROUND-UP

### Services officers beaten by 'Blues'

THE annual athletics match between the Milocarians (officers of the three Services) and the Achilles Club (Oxford Blues, past and present), took place at Aldershot on August 6 in continuous rain.

Achilles proved the masters this year (101 points to 60), but the Milocarians were able to provide good competition in all events.

### Good win for Plymouth

PLYMOUTH Command won the overall swimming and diving championship at H.M.S. Ganges on July 30 with 123 points.

Portsmouth Command came second with 105 points, and Royal Marines third with 102 points. Naval Air Command had 63 points.

Plymouth won the 100 yards back stroke, 200 yards breast stroke, 100 yards butterfly, 100 yards free style, 440 yards free-style and the 6 x 663 yards free-style relay.

### Wren Golfer beats the men

THE only feminine contestant in the Plymouth Command Open Golf meeting was Third Officer Wendy Harvey, W.R.N.S., of H.M.S. Raleigh and, playing on equal terms with the men, beat them all, winning the Stapleford competition.

Third Officer Harvey has played golf for as long as she can remember.

A B.A., she joined the W.R.N.S. in October, 1962, and was promoted to officer rank in March, 1963. Her present task at H.M.S. Raleigh is interviewing young men, advising them on R.N. specialisations.

### Cricket win for Services

THE Combined Services beat the M.C.C. Schools XI by 50 runs at Lords on August 4 and 5.

Combined Services 259 for 4 (dec.)—F./Lieut. B. J. Willson 80, L. Sea. B. Robinson 67, Denman 2 for 57; and 98 for 5 (dec.)—Willson 26, Ikin 2 for 20, Black 2 for 27.

Schools XI 122, Griffiths 24, Gooding 6 for 47, Gibson 3 for 28, and 185, Owen-Thomas 29, Dover 6 for 46.

### Army wins by eight runs

THE Army are the cricket Inter-Service champions this year, beating both the Navy and the Royal Air Force.

There was very little in it between the Army and the Navy. The Army scored 187 for nine wickets in the 55 overs, and when the Navy's seventh wicket fell, they were 157 as against the Army's 156 for seven.

The Navy, however, were all out, in 54.2 overs, for 179, the Army winning by eight runs.



R.S. K. A. Swain, of the Royal Australian Navy, at present undergoing pre-promotion courses at the Special Duties Officers' School at Eastney, took part in the Inter-Service tennis championships at Wimbledon this year—the only rating to do so in the past 10 years. He lost to Lieut. B. Taylor, R.N., in the quarter-final round.



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